



Town of Smithfield

64 FARNUM PIKE
SMITHFIELD, RHODE ISLAND 02917
Telephone: (401) 233-1041 - Fax: (401) 233-1091

ENGINEERING DEPARTMENT

Kevin Cleary, PE, LSIT

August 11, 2017

Town Engineer

Assistant Town Engineer

Rhode Island Statewide Planning Program
Attn: Michael D'Alessandro
One Capitol Hill
Providence, RI 02908

**RE: Transportation Improvement Program (TIP) 2017
Town of Smithfield Submission**

Dear Ms. D'Alessandro:

Enclosed please find the required number of copies of the Town of Smithfield's Transportation Improvements Program (TIP) submission for 2017, as requested by your agency in June, 2017. Smithfield has submitted thirteen new projects for consideration under the program, as you can see detailed within.

The Town of Smithfield will legally advertise notice for a public hearing around September 6, 2017. The public hearing will be conducted at regular meeting of the Smithfield Town Council on September 19, 2017 whereby the Town Council will accept any public comments.

Should you need any additional information, please contact this office at your convenience.

Very Truly Yours,

A handwritten signature in black ink that reads "Kevin Cleary".

Kevin Cleary, PE, LSIT
Town Engineer

cc: Dennis Finlay, Town Manager
Randy Rossi, Finance Director
Michael Phillips, Town Planner

FFY 18-27 STIP Application Cover Sheet



Please complete this form and the project prioritization sheets on the following pages.

CONTACT

Contact Information

Applicant Name: Town of Smithfield, RI

Contact Person (if different): Kevin Cleary, PE Title: Town Engineer

Mailing Address: 64 Farnum Pike

City: Smithfield Zip Code: 02917

Phone: 401-233-1041 Email: kcleary@smithfieldri.com

CERTIFICATION

Applicant Certification



08/10/2017

Contact Person Signature

Date

CHECKLIST

Submittal Checklist

- 3 collated copies of complete STIP submittal package, including:
 - Project Prioritization cover sheet
 - New Project Application Form for each new or updated project
 - 2-page narrative on evaluation criteria
 - 8.5" x 11" PDF map of project location
- Email a copy of complete STIP submittal package to Michael.DAlessandro@doa.ri.gov or provide on a CD
- Submit complete STIP submittal package to:

Rhode Island Statewide Planning Program
ATTN: Michael D'Alessandro
One Capitol Hill
Providence, RI 02908

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, AUGUST 11, 2017

FFY 18-27 STIP Application/Project Priority Form



Newly Proposed Projects *(Please use an additional sheet if necessary)*

PROJECT PRIORITIZATION	Priority	Project Name	STIP ID
	High	Greenville Avenue, Smithfield/Johnston - Pavement	
	High	Douglas Pike, RT 7 Lane Diet	
	High	Douglas Pike, RT 7 & GW Highway, RT 116 - Economic Corridor	
	High	I-295 On/Off Ramps @ Route 116 (G.W. Highway) - Study/Engineering	
	High	Route 44 resurfacing - I-295 to Commerce St	
	Med	Cedar Swamp/Sanderson Rd (Route 5) Sidewalk/Drainage/Resurface	
	Med	Esmond St - Route 44 to Dean Ave - new sidewalks	
	Med	Old County Rd - Wolf Hill to Dean Ave - replace asphalt sidewalks w/ concrete	
	Med	Thurber Blvd - from Douglas Pike to Stillwater Rd. - New sidewalks	
	Med	Stillwater Road Sidewalk Improvements Project - Homestead to River	
	Med	Cross St - from Stillwater Rd to Whipple Rd - Widening & Safety Upgrades	
	Med	Whitman St & Fenwood Ave - new sidewalks/drainage/resurface	
	Low	Smith Ave (Route 116) - resurfacing	
Low	Dean Ave - from Esmond St to Johnston Town Line - resurface		

FFY 18-27 Project Application Form

State Transportation Improvement Program

CONTACT	Contact Information	
	Applicant Name <u>Town of Smithfield, Kevin Cleary</u>	
	Contact Person (if different) _____	Title <u>Town Engineer</u>
	Mailing Address <u>64 Farnum Pike</u>	
	City <u>Smithfield</u>	Zip Code <u>02917</u>
	Phone <u>401-233-1041</u>	Email <u>kcleary@smithfieldri.com</u>

PROJECT INFORMATION	Type of Project <i>select all that apply</i>			
	<input type="checkbox"/> Bridge	<input checked="" type="checkbox"/> Pavement	<input type="checkbox"/> Drainage	<input type="checkbox"/> Planning
	<input type="checkbox"/> Traffic	<input type="checkbox"/> Transit	<input type="checkbox"/> Bicycle	<input type="checkbox"/> Pedestrian
	<input type="checkbox"/> Transportation Enhancement	<input type="checkbox"/> Other <u>Enter Other Project Type</u>		
	Project Description			
	Was this project previously submitted during the FFY17-25 STIP development process? <input checked="" type="radio"/> Yes / <input type="radio"/> No			
	<i>If you selected no, please continue to the "Current Project Title" Section</i>			
	<i>If you selected yes, please answer the following:</i>			
	What was the Project Title? <u>Greenville Avenue, Smithfield/Johnston</u>			
	What was the TIP ID# assigned to the project at that time (4-digit number)? <u>1341</u>			
Current Project Title <u>Rt 5, Greenville Ave and Sanderson Rd</u>				
Location by Street Name <u>Greenville Ave/Sanderson Road Route 5</u>				
Project Limits - From <u>Sanderson Road</u> To <u>Route 44</u>				
<i>Please include an 8.5" x 11" map of the site, indicating project limits.</i>				
Provide a brief description of the proposed project:				
<p>Mill & Overlay existing segment of Greenville Avenue from the intersection of Sanderson Road to Putnam Pike US-44. This segment was not included in the 2017 TIP request, but was intended. The segment of Greenville Avenue traverses from Route 44, next to the Newport Creamery south towards Sanderson Road (Rt 5).</p>				

Describe need for proposed project:

Pavement condition for the segment of Greenville Ave from the Newport Creamery at the intersection of Route 44 and Greenville Ave to the Johnston Town Line has completely failed and is in poor condition.

Describe anticipated municipal or state transportation network or economic development benefits:

Will have a tremendous impact on traffic and travel once the new I-295 exit ramps come online at Greenville Ave in conjunction with the Johnston Citizens Bank Project.

Is the project consistent with the local Comprehensive Plan? Yes No

Has the project been the subject of a properly conducted municipal public hearing? Yes No

Is the project on the Federal Aid System? Yes No

Is the project on the National Highway System? Yes No

CRITERIA

Evaluation Criteria
 Please address the following topics as they relate to the project. Refer to "An Overview of TIP Guiding Principles" for more information. Submission **must not exceed 2 pages**, single-spaced, 12-point font.

1. Mobility Benefits	5. Supports Local and State Goals
2. Cost Effectiveness	6. Safety and Security
3. Economic Development	7. Equity
4. Environmental Impact	

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs	\$ 0.00	\$ 0.00	\$ 0.00	\$ 80,000.00	\$ 80,000.00

Amount Requested through TIP Process **\$ 80,000.00**

Is there funding from other sources committed to this project? Yes No

Source	Amount
RIDOT	\$ 80,000.00
Total	\$ 80,000.00

Estimated date of construction 12/01/2018

CERTIFICATION

Municipal Applications
 I attest that the information provided on this application is true and accurate.



 Chief Executive or Elected Municipal Official Signature Date

Non-Municipal Applications
 I attest that the municipality in which the project is located has been notified of the proposed project.

 Chief Executive or Elected Municipal Official Signature Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, AUGUST 11, 2017

TIP Evaluation Criteria

Project: **Greenville Avenue (RI Route 5) - Mill & Overlay Project**

1. **Mobility Benefits:** This Project will improve mobility to and from Route 44 to Sanderson Road which is expected to see increased traffic volumes once the completion of the new Greenville Avenue/I-295 ramps are completed and the new Citizens Bank campus is in operation. The project is merely predictive maintenance to a medium traffic volume collector street.
2. **Cost Effectiveness:** The cost effectiveness of the project will be based on the mix design selected for installation. A mill of the existing asphalt layer, structure adjustment and overlay of the milled surface should be a standard RIDOT specification and ready to estimate.
3. **Economic Development:** Access to several businesses and industries, along with the new Citizens Bank campus on Greenville Avenue, will be enhanced with this project. As mentioned above, this project is predictive maintenance and should be considered at 20-year intervals.
4. **Environmental Impact:** There is no expected environmental impacts associated with this project. If proper erosion controls are employed at the time of resurfacing, all impacts to the environment will be avoided.
5. **Supports Local & State Goals:** The Smithfield Comprehensive Community Plan calls for all roads to be assessed and maintained in a safe manner.

Smithfield Comprehensive Community Plan – Circulation Element

PROVIDE A COMPREHENSIVE CIRCULATION (I.E. TRANSPORTATION) SYSTEM THAT SATISFIES THE NEEDS OF THE TRAVELLING PUBLIC THAT RESIDES IN SMITHFIELD AND/OR TRAVELS TO AND THROUGH THE TOWN.

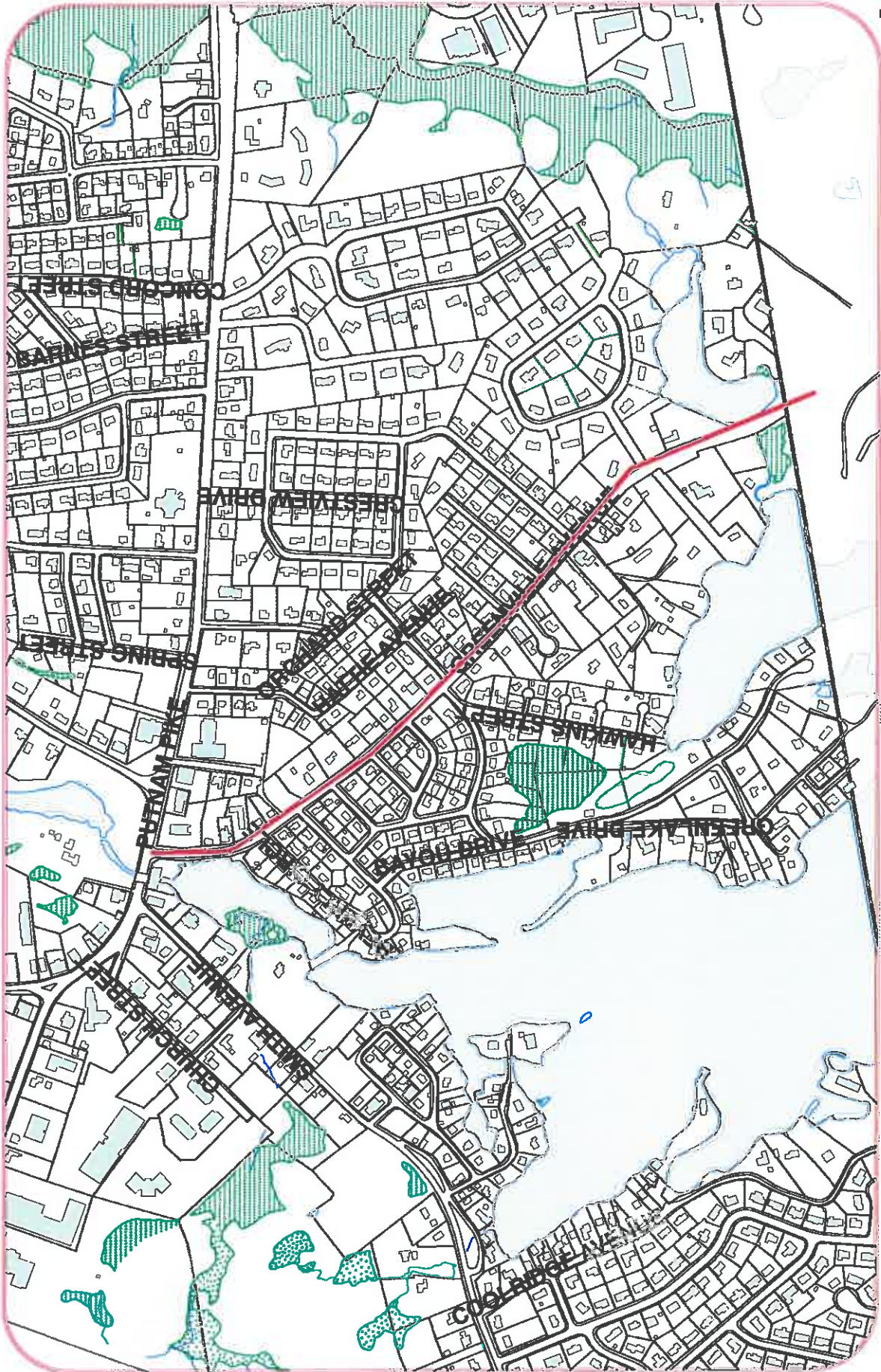
Action C-1.1a Perform routine roadway condition assessments of all local roads, and will develop, implement and maintain a Pavement Management System to track roadway conditions and develop roadway budgeting projections.

6. **Safety & Security:** Predictive maintenance of this corridor will ensure that key intersections remain safe from tire rutting, pavement shoving and an improved asphalt wearing surface and serve to maintain steady flow of traffic.

7. **Equity:** Improvement vehicular access to the various businesses, industries, and residential neighborhoods in the area will be a result of the completion of this project.



- Legend**
- river
 - stream
 - wetlands
 - Road Name
 - Edge of Road
 - Examination 06-2015
 - Permit 2015
 - Permit 2011
 - town boundary



Town of Smithfield GIS
Greenville Avenue
STIP 2018 Submission
August, 2017

All information shown is from the best available data and the Town assumes no responsibility for any inaccuracies as an accurate boundary survey may reveal.





FFY 18-27 Project Application Form

State Transportation Improvement Program

CONTACT	Contact Information	
	Applicant Name	Town of Smithfield, Kevin Cleary
	Contact Person (if different)	Title Town Engineer
	Mailing Address	64 Farnum Pike
	City	Smithfield
	Phone	401-233-1041
	Zip Code	02917
	Email	kcleary@smithfieldri.com

PROJECT INFORMATION	Type of Project <i>select all that apply</i>	
	<input type="checkbox"/> Bridge	<input checked="" type="checkbox"/> Pavement
	<input checked="" type="checkbox"/> Traffic	<input type="checkbox"/> Transit
	<input type="checkbox"/> Transportation Enhancement	<input type="checkbox"/> Other <u>Enter Other Project Type</u>
	<input type="checkbox"/> Drainage	<input checked="" type="checkbox"/> Planning
	<input type="checkbox"/> Bicycle	<input type="checkbox"/> Pedestrian
	Project Description	
	Was this project previously submitted during the FFY17-25 STIP development process? <input type="radio"/> Yes / <input checked="" type="radio"/> No	
	<i>If you selected no, please continue to the "Current Project Title" Section</i>	
	<i>If you selected yes, please answer the following:</i>	
What was the Project Title? <u>Douglas Pike, RT 7, Smithfield</u>		
What was the TIP ID# assigned to the project at that time (4-digit number)? _____		
Current Project Title <u>Douglas Pike, RT 7 Lane Diet</u>		
Location by Street Name <u>Douglas Pike</u>		
Project Limits - From <u>Exit 8A off I-295</u> To <u>Limerock Road</u>		
<i>Please include an 8.5" x 11" map of the site, indicating project limits.</i>		
Provide a brief description of the proposed project:		
<p>Study lane diet from Exit 8A off I-295 to Route 7 South to consider reduction of three lanes to two lanes of traffic to better merge exiting traffic onto Route 7 south toward the intersection of Harris Road. Goal is to reduce speed of traffic exiting I-295 and also slow the traffic generally on Route 7 South over I-295 as they both approach Harris Road. Traffic enhancement project would also evaluate shoulders of Route 7 between Harris Road and Limerock Road with possible widening on Route 7 at Limerock to eliminate or reduce instances of off shoulder transit by motorists.</p>		

Describe need for proposed project:

Traffic traveling south on Route 7 and traffic exiting exit 8A onto Route 7 south from I-295 are exceeding safe and posted speed limits. There is an over abundance of lanes on Route 7 at this location that promote speeding into the merge just north of Harris Road. A lane diet over I-295, possible reconfiguration of the 8A south exit to Route 7 should reduce speeds and improve safety as vehicles approach the Harris Road intersection.

Route 7 at Limerock Road traffic light needs to be evaluated just several hundred feet further south to consider widening of the lanes on Route 7 and adding a dedicated left turn lane. The addition of the dedicated left turn lane will allow vehicles to safely pass through the intersection without going into the shoulder as they currently do.

Describe anticipated municipal or state transportation network or economic development benefits:

As the Route 7 corridor, south of I-295 is experiencing development growth with the construction of two (2) condominium projects between Harris Road and Limerock Road. The lane diet and additional turning lane at the Limerock intersection will reduce speeds and lead to safer vehicle movements through this congested area.

Is the project consistent with the local Comprehensive Plan? Yes No

Has the project been the subject of a properly conducted municipal public hearing? Yes No

Is the project on the Federal Aid System? Yes No

Is the project on the National Highway System? Yes No

Evaluation Criteria

Please address the following topics as they relate to the project. Refer to "An Overview of TIP Guiding Principles" for more information. Submission **must not exceed** 2 pages, single-spaced, 12-point font.

- 1. Mobility Benefits
- 2. Cost Effectiveness
- 3. Economic Development
- 4. Environmental Impact
- 5. Supports Local and State Goals
- 6. Safety and Security
- 7. Equity

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs	\$ 0.00	\$ 25,000.00	\$ 80,000.00		\$ 105,000.00

Amount Requested through TIP Process **\$ 105,000.00**


Is there funding from other sources committed to this project? Yes No

Source	Amount
RIDOT	\$ 105,000.00
Total	\$ 105,000.00

Estimated date of construction 12/01/2019

Municipal Applications

I attest that the information provided on this application is true and accurate.



Chief Executive or Elected Municipal Official Signature _____ Date _____

Non-Municipal Applications

I attest that the municipality in which the project is located has been notified of the proposed project.

Chief Executive or Elected Municipal Official Signature _____ Date _____

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, AUGUST 11, 2017

TIP Evaluation Criteria

Project: Douglas Pike, Route 7 Lane Diet

1. **Mobility Benefits:** The Project will improve vehicular access and safety along the Route 7 corridor south of I-295 in the Town of Smithfield. Goal is to reduce speed of traffic exiting I-295 and also slow the traffic generally on Route 7 South over I-295 as they both approach Harris Road. Traffic enhancement project would also evaluate shoulders of Route 7 between Harris Road and Limerock Road with possible addition of a left turn lane on Route 7 at Limerock to eliminate or reduce instances of off shoulder transit by motorists.

2. **Cost Effectiveness:** The study and design of this project is anticipated to cost approximately \$105,000. The Project is cost effective to the point that it will serve safe vehicular passage to a substandard segment of roadway.

3. **Economic Development:** The Route 7 corridor in this area is seeing significant development pressure and this type of improvement will be necessary to accommodate future development of the corridor.

4. **Environmental Impact:** Direct environmental impacts would need to be ascertained during study and design but are expected to occur within the existing State right-of-way.

5. **Supports Local & State Goals:** This Project supports local economic development goals and objectives outlined in the Comprehensive Community Plan for safe access management in supporting local neighborhoods.
Smithfield Comprehensive Community Plan
GOAL C-1
PROVIDE A COMPREHENSIVE CIRCULATION (I.E. TRANSPORTATION) SYSTEM THAT SATISFIES THE NEEDS OF THE TRAVELLING PUBLIC THAT RESIDES IN SMITHFIELD AND/OR TRAVELS TO AND THROUGH THE TOWN.

Action C-1.3c Employ access management measures in all Land Development projects and particularly those located along roadways with identified traffic congestion problems such as Route 44, Route 7 and Route 116.

6. **Safety & Security:** With the reduced speeds expected with the lane diet motorist safety will increase.

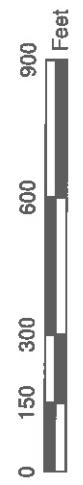
7. **Equity:** The equity gained from this project would be an increased use of a substandard local collector street.



- Legend**
- chert
 - stream
 - wetlands
 - Road Name
 - Edge of Road
 - Edge of Road
 - Parcels 2016
 - Parcels 2011
 - town boundary



All information shown is from the best available data and the Town assumes no responsibility for any inaccuracies as an accurate boundary survey may reveal.



Town of Smithfield GIS
Route 7 Douglas Pike
STIP 2018 Submission
August, 2017

FFY 18-27 Project Application Form



State Transportation Improvement Program

CONTACT	Contact Information
	Applicant Name <u>Town of Smithfield, Kevin Cleary</u>
	Contact Person (if different) _____ Title <u>Town Engineer</u>
	Mailing Address <u>64 Farnum Pike</u>
	City <u>Smithfield</u> Zip Code <u>02917</u>
	Phone <u>401-233-1041</u> Email <u>kcleary@smithfieldri.com</u>

PROJECT INFORMATION	Type of Project <i>select all that apply</i>			
	<input type="checkbox"/> Bridge	<input type="checkbox"/> Pavement	<input type="checkbox"/> Drainage	<input checked="" type="checkbox"/> Planning
	<input checked="" type="checkbox"/> Traffic	<input type="checkbox"/> Transit	<input type="checkbox"/> Bicycle	<input checked="" type="checkbox"/> Pedestrian
	<input checked="" type="checkbox"/> Transportation Enhancement	<input type="checkbox"/> Other <u>Enter Other Project Type</u>		
	Project Description			
	Was this project previously submitted during the FFY17-25 STIP development process? <input type="radio"/> Yes / <input checked="" type="radio"/> No			
	<i>If you selected no, please continue to the "Current Project Title" Section</i>			
	<i>If you selected yes, please answer the following:</i>			
	What was the Project Title? <u>RT 7 & RT 116 Economic Corridor, Smithfield</u>			
	What was the TIP ID# assigned to the project at that time (4-digit number)? _____			
Current Project Title <u>Douglas Pike, RT 7 & GW Highway, RT 116</u>				
Location by Street Name <u>Douglas Pike & George Washington Highway</u>				
Project Limits - From <u>Exit 8B off I-295</u> To <u>George Washington Highway RT 116</u>				
<i>Please include an 8.5" x 11" map of the site, indicating project limits.</i>				
Provide a brief description of the proposed project:				
<p>Major transportation upgrades to support economic growth zone along Route 7 & Route 116, north of I-295.</p> <p>Along parts of Route 7, addition of center turning lane for left hand turns and entering the highway system. The existing 4 lanes of travel would widen out further to accommodate center turning lane and pedestrian facilities.</p> <p>Along parts of Route 116, between Route 7 & Lydia Ann Rd, highway would be widened slightly to include center turning lane for left hand turns and entering the highway system. The existing 2 lanes of travel would widen out to further accommodate center turning lane and pedestrian facilities.</p> <p>Lane reconfiguration will likely be required at intersection of RT 7 & RT 116.</p>				

Describe need for proposed project:

Traffic management, pedestrian accessibility and lane reconfigurations along stretches of Route 7, Douglas Pike from I-295, Exit 8B to the George Washington Highway, Route 116 intersection. Plan would also include lane expansion along Route 116, George Washington Highway from Route 7, Douglas Pike to Lydia Ann Road.

Area is expected to see significant economic growth in the next 10 years due to overlay zone to promote economic development was authorized by Smithfield Town Council in 2016.

Describe anticipated municipal or state transportation network or economic development benefits:

As the Route 7 corridor, north of I-295 is experiencing economic development growth presently, due to recent overlay zone of the area, the need is current now to plan for and accommodate anticipated impacts to services through safer planning. Safer transportation infrastructure in this corridor will impact the commercial and economic development and provide for economic gain through safer and more accessible infrastructure.

Is the project consistent with the local Comprehensive Plan? Yes No

Has the project been the subject of a properly conducted municipal public hearing? Yes No

Is the project on the Federal Aid System? Yes No

Is the project on the National Highway System? Yes No

CRITERIA

Evaluation Criteria

Please address the following topics as they relate to the project. Refer to "An Overview of TIP Guiding Principles" for more information. Submission **must not exceed 2 pages**, single-spaced, 12-point font.

- | | |
|-------------------------|-----------------------------------|
| 1. Mobility Benefits | 5. Supports Local and State Goals |
| 2. Cost Effectiveness | 6. Safety and Security |
| 3. Economic Development | 7. Equity |
| 4. Environmental Impact | |

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs	\$ 2,000,000.00	\$ 100,000.00	\$ 500,000.00		\$ 2,600,000.00

Amount Requested through TIP Process **\$ 2,600,000.00**

Is there funding from other sources committed to this project? Yes No

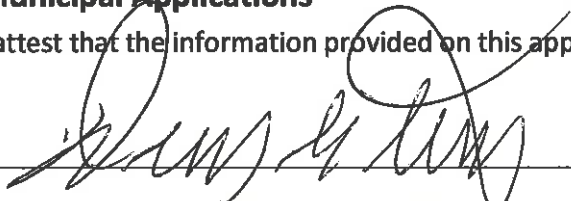
Source	Amount
RIDOT	\$ 2,600,000.00
Total	\$ 2,600,000.00

Estimated date of construction 12/01/2020

CERTIFICATION

Municipal Applications

I attest that the information provided on this application is true and accurate.



Chief Executive or Elected Municipal Official Signature _____ Date _____

Non-Municipal Applications

I attest that the municipality in which the project is located has been notified of the proposed project.

Chief Executive or Elected Municipal Official Signature _____ Date _____

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, AUGUST 11, 2017

TIP Evaluation Criteria

Project: I-295 On/Off Ramps – Engineering Study Project

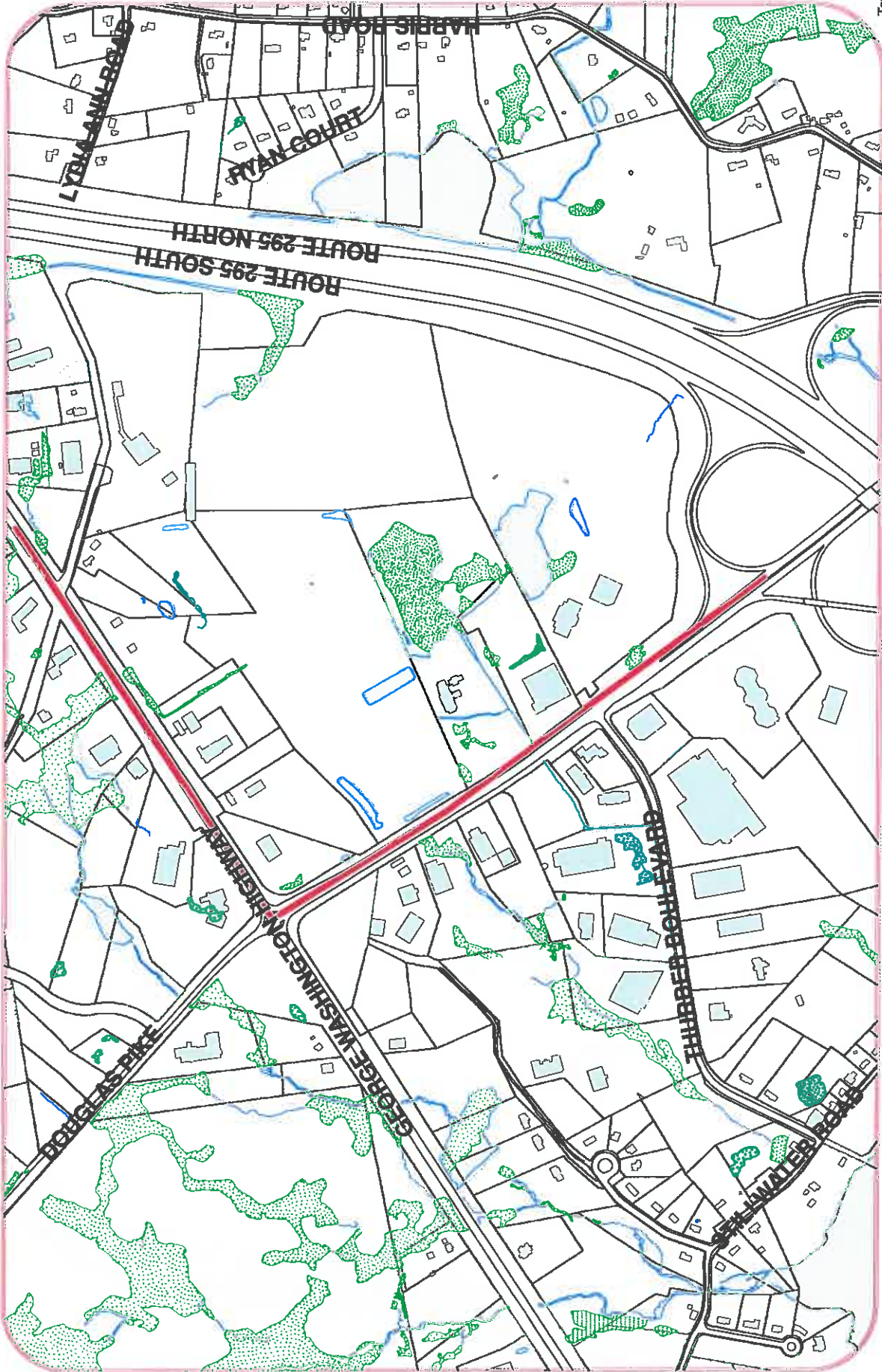
1. **Mobility Benefits:** This Project will improve mobility to and from the I-295 corridor to Smithfield's local arterial highways. The Project will reduce significant high traffic volumes on Route 7, Douglas Pike and along various lengths of Route 116, George Washington Highway and minimize congestion at major intersections. An added benefit will likely result in a traffic volume decrease on the Route 116/Route 146/Interstate 295 interchange in the abutting Town of Lincoln.
2. **Cost Effectiveness:** The engineering study will investigate safe alternatives to install on/off ramps at this local arterial highway intersection to and from I-295 in a diamond shaped configuration.
3. **Economic Development:** The development of the on/off ramps will result in improved mobility to surrounding local businesses and industry due to increased options for highway access and improved traffic congestion. The Town has designated the Route 7 & 116 corridor as a Growth Center and is focusing its economic development activities in this area. An Economic Growth Overlay Ordinance was recently adopted by the Town for this corridor that will allow for the development of office, light industrial, residential and retail in the heart of this corridor. The addition of on/off ramps to/from I-295 onto/from RI Route 116, George Washington Highway will help alleviate congestion in the corridor and allow this Growth Center to achieve its development potential and result in job creation that will benefit the region and the State.
4. **Environmental Impact:** The interstate highway corridor is currently relatively developed in this area. A minor wetland impact may be realized along the southwest quadrant of the interchange that would require impact and avoidance minimization.
5. **Supports Local & State Goals:** The development of this corridor as an employment/growth center has been identified as a goal in the Town's Comprehensive Community Plan since the adoption of the 1991 Comprehensive Community Plan. The *State's Statewide Strategic Plan for Office and Industrial Site Development, November 2009*, identifies this corridor as an area for future office and industrial development. A Growth Center Concept Plan was prepared by RhodeMap RI's Growth Center Initiative for this corridor (See link below). The proposed ramps are mentioned in this report as a way of improving access to the corridor.
<http://www.planning.ri.gov/documents/LU/growth/SmithfieldPilot%20GrowthCenterReportFINAL%20-%2010-14-14.pdf>

6. **Safety & Security:** Traffic backups on the I-295 ramps at Route 7 that occur during the AM peak periods create safety concerns on I-295. The addition of the proposed ramps at Route 116 should alleviate this safety concern. There are no anticipated safety and security concerns associated with this proposal, provided the policy on geometric design of highways and streets, latest addition is adhered to.

7. **Equity:** The equity resulting from this project is that this additional ramp access will serve to enhance the development of the Route 7 & 116 Corridor which will potentially increase the local and state tax bases. Additionally, the completion of this project will help to fulfill the intent of the Economic Growth Overlay Ordinance which is to develop a self-sustaining community with a wide range of employment opportunities and housing choices.



- Legend**
- Rivers
 - Streams
 - Wetlands
 - Road Name
 - Edge of Road
 - Easements 09-2015
 - Parcels 2018
 - Parcels 2011
 - Town boundary



All information shown is from the best available data and the Town assumes no responsibility for any inaccuracies as an accurate boundary survey may reveal.



Town of Smithfield GIS
 Route 7 Douglas Pike
 Route 116 GW Highway
 STIP 2018 Submission
 August, 2017

FFY 18-27 Project Application Form

State Transportation Improvement Program

CONTACT	Contact Information	
	Applicant Name	Town of Smithfield, Kevin Cleary
	Contact Person (if different)	Title Town Engineer
	Mailing Address	64 Farnum Pike
	City	Smithfield
	Zip Code	02917
	Phone	401-233-1041
	Email	kcleary@smithfieldri.com

PROJECT INFORMATION	Type of Project <i>select all that apply</i>
	<input checked="" type="checkbox"/> Bridge <input type="checkbox"/> Pavement <input type="checkbox"/> Drainage <input checked="" type="checkbox"/> Planning
	<input type="checkbox"/> Traffic <input type="checkbox"/> Transit <input type="checkbox"/> Bicycle <input type="checkbox"/> Pedestrian
	<input checked="" type="checkbox"/> Transportation Enhancement <input type="checkbox"/> Other <u>Enter Other Project Type</u>
	Project Description
	Was this project previously submitted during the FFY17-25 STIP development process? <input checked="" type="radio"/> Yes / <input type="radio"/> No
	<i>If you selected no, please continue to the "Current Project Title" Section</i>
	<i>If you selected yes, please answer the following:</i>
	What was the Project Title? <u>I-295 On/Off Ramps Engineering Study</u>
	What was the TIP ID# assigned to the project at that time (4-digit number)? <u>Application cut</u>
Current Project Title <u>I-295 On/Off Ramps Engineering Study</u>	
Location by Street Name <u>Route 116 @ I-295 NB/SB</u>	
Project Limits - From <u>Reservoir Road</u> To <u>Harris Road</u>	
<i>Please include an 8.5" x 11" map of the site, indicating project limits.</i>	
Provide a brief description of the proposed project:	
<u>The Project will study the feasibility of a new diamond shaped configuration of on/off ramps to/from I-295 onto/from RI Route 116, George Washington Highway.</u>	

Describe need for proposed project:

There is a need to alleviate current and future projected traffic volumes at the Route 7 and Route 116 intersection as well as alleviate current and future projected traffic volumes on the Route 146 and Route 295 intersection along Route 116 in Lincoln.

The study will also address traffic management, accessibility and lane reconfigurations along stretches of Route 116, at I-295, to include new exits from/to the highway system and supplement the approved economic growth overlay zone in the area of Route 7 & Route 116.

This area is expected to see significant economic growth in the next 10 years resulting from the overlay zone recently adopted to promote economic development and being adopted by the Smithfield Town Council in 2016.

Describe anticipated municipal or state transportation network or economic development benefits:

Development of the RI Route 116 corridor will result in an economic benefit to the Town and State by allowing additional egress to and from interstate highway system as improved mode of transportation.

As the Route 7 corridor, north of I-295, is presently experiencing increased economic development growth due to the adoption of the overlay zone, there is a need to plan for and accommodate the anticipated impacts to services. Safer transportation infrastructure in this corridor will positively impact the commercial and industrial development and provide for economic gain through safer and more accessible infrastructure.

Consideration of designing highway ramps at I-295, similar to the new ramps proposed at Greenville Avenue in Johnston, is necessary for the future economic growth in Smithfield.

Is the project consistent with the local Comprehensive Plan? Yes No

Has the project been the subject of a properly conducted municipal public hearing? Yes No

Is the project on the Federal Aid System? Yes No

Is the project on the National Highway System? Yes No

CRITERIA

Evaluation Criteria

Please address the following topics as they relate to the project. Refer to "An Overview of TIP Guiding Principles" for more information. Submission **must not exceed** 2 pages, single-spaced, 12-point font.

- | | |
|-------------------------|-----------------------------------|
| 1. Mobility Benefits | 5. Supports Local and State Goals |
| 2. Cost Effectiveness | 6. Safety and Security |
| 3. Economic Development | 7. Equity |
| 4. Environmental Impact | |

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs	\$ 200,000.00	\$ 75,000.00	\$ 300,000.00		\$ 575,000.00

Amount Requested through TIP Process

Is there funding from other sources committed to this project? Yes No

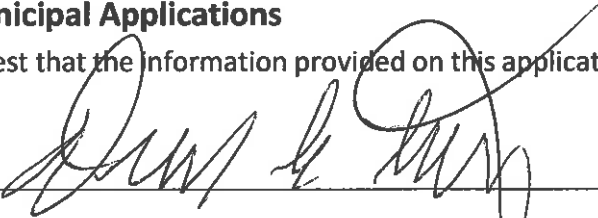
Source	Amount
RIDOT	\$ 2,600,000.00
Total	\$ 2,600,000.00

Estimated date of construction 12/01/2020

CERTIFICATION

Municipal Applications

I attest that the information provided on this application is true and accurate.



Chief Executive or Elected Municipal Official Signature _____ Date _____

Non-Municipal Applications

I attest that the municipality in which the project is located has been notified of the proposed project.

Chief Executive or Elected Municipal Official Signature _____ Date _____

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, AUGUST 11, 2017

TIP Evaluation Criteria

Project: I-295 On/Off Ramps – Engineering Study Project

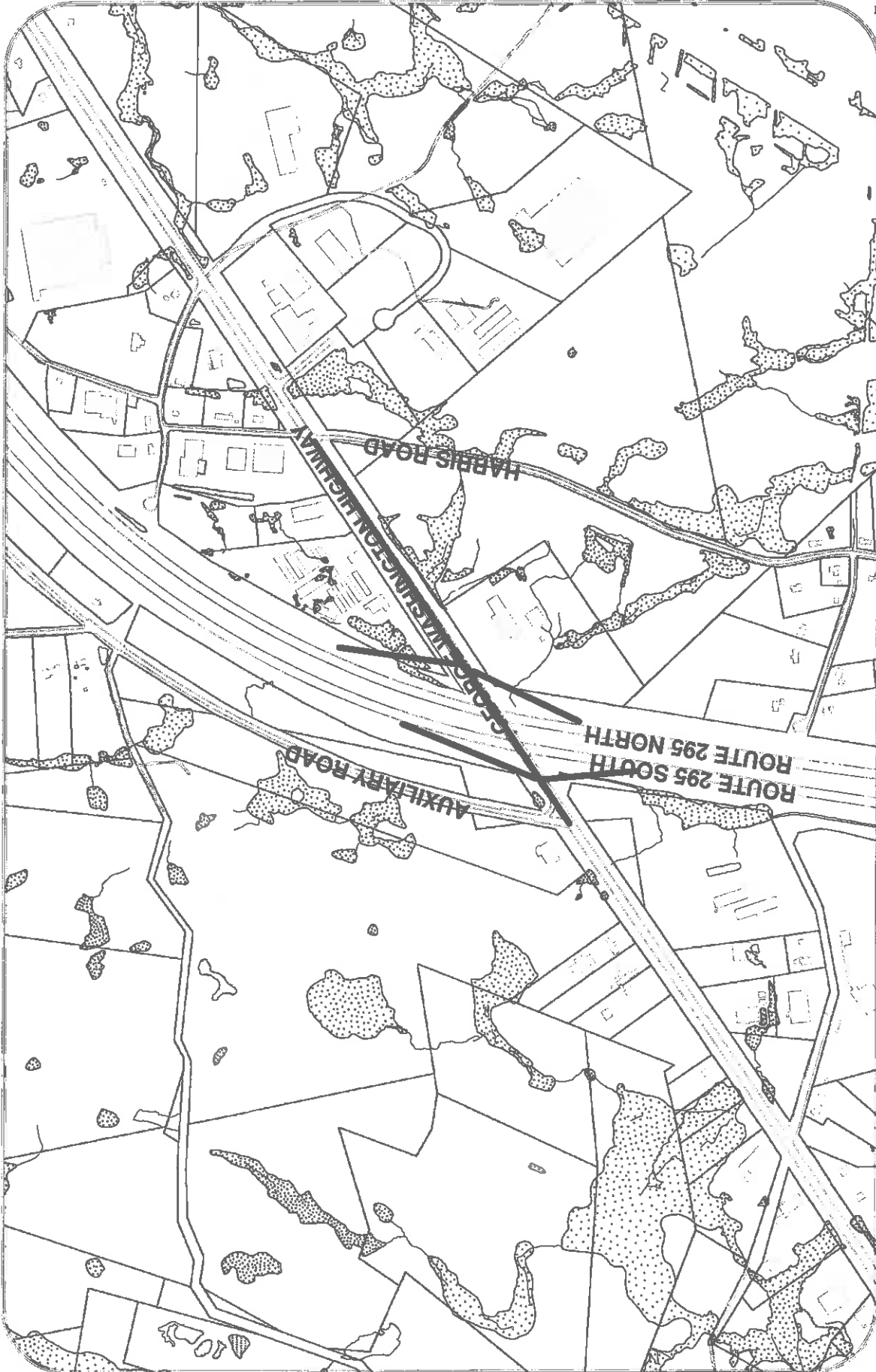
1. **Mobility Benefits:** This Project will improve mobility to and from the I-295 corridor to Smithfield's local arterial highways. The Project will reduce significant high traffic volumes on Route 7, Douglas Pike and along various lengths of Route 116, George Washington Highway and minimize congestion at major intersections. An added benefit will likely result in a traffic volume decrease on the Route 116/Route 146/Interstate 295 interchange in the abutting Town of Lincoln.
2. **Cost Effectiveness:** The engineering study will investigate safe alternatives to install on/off ramps at this local arterial highway intersection to and from I-295 in a diamond shaped configuration.
3. **Economic Development:** The development of the on/off ramps will result in improved mobility to surrounding local businesses and industry due to increased options for highway access and improved traffic congestion. The Town has designated the Route 7 & 116 corridor as a Growth Center and is focusing its economic development activities in this area. An Economic Growth Overlay Ordinance was recently adopted by the Town for this corridor that will allow for the development of office, light industrial, residential and retail in the heart of this corridor. The addition of on/off ramps to/from I-295 onto/from RI Route 116, George Washington Highway will help alleviate congestion in the corridor and allow this Growth Center to achieve its development potential and result in job creation that will benefit the region and the State.
4. **Environmental Impact:** The interstate highway corridor is currently relatively developed in this area. A minor wetland impact may be realized along the southwest quadrant of the interchange that would require impact and avoidance minimization.
5. **Supports Local & State Goals:** The development of this corridor as an employment/growth center has been identified as a goal in the Town's Comprehensive Community Plan since the adoption of the 1991 Comprehensive Community Plan. The *State's Statewide Strategic Plan for Office and Industrial Site Development, November 2009*, identifies this corridor as an area for future office and industrial development. A Growth Center Concept Plan was prepared by RhodeMap RI's Growth Center Initiative for this corridor (See link below). The proposed ramps are mentioned in this report as a way of improving access to the corridor.
<http://www.planning.ri.gov/documents/LU/growth/SmithfieldPilot%20GrowthCenterReportFINAL%20-%2010-14-14.pdf>

6. **Safety & Security:** Traffic backups on the I-295 ramps at Route 7 that occur during the AM peak periods create safety concerns on I-295. The addition of the proposed ramps at Route 116 should alleviate this safety concern. There are no anticipated safety and security concerns associated with this proposal, provided the policy on geometric design of highways and streets, latest addition is adhered to.

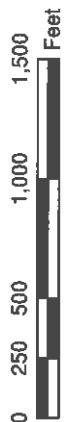
7. **Equity:** The equity resulting from this project is that this additional ramp access will serve to enhance the development of the Route 7 & 116 Corridor which will potentially increase the local and state tax bases. Additionally, the completion of this project will help to fulfill the intent of the Economic Growth Overlay Ordinance which is to develop a self-sustaining community with a wide range of employment opportunities and housing choices.



- Legend**
- wetlands
- streams
- roads
- wetlands
- Edge of Road**
- Edge of Road
- Exit Ramps**
- Exits 2016
- Exits 2017
- town boundary



All information shown is from the best available data and the Town assumes no responsibility for any inaccuracies as an accurate boundary survey may reveal.



Town of Smithfield GIS
 Route 116 Exit Ramps
 at I-295
 STIP 2018 Submission
 August, 2017

FFY 18-27 Project Application Form



State Transportation Improvement Program

CONTACT	Contact Information
	Applicant Name <u>Town of Smithfield, Kevin Cleary</u>
	Contact Person (if different) _____ Title <u>Town Engineer</u>
	Mailing Address <u>64 Farnum Pike</u>
	City <u>Smithfield</u> Zip Code <u>02917</u>
	Phone <u>401-233-1041</u> Email <u>kcleary@smithfieldri.com</u>

PROJECT INFORMATION	Type of Project <i>select all that apply</i>			
	<input type="checkbox"/> Bridge	<input checked="" type="checkbox"/> Pavement	<input checked="" type="checkbox"/> Drainage	<input checked="" type="checkbox"/> Planning
	<input type="checkbox"/> Traffic	<input type="checkbox"/> Transit	<input type="checkbox"/> Bicycle	<input checked="" type="checkbox"/> Pedestrian
	<input checked="" type="checkbox"/> Transportation Enhancement	<input type="checkbox"/> Other <u>Enter Other Project Type</u>		
	Project Description			
	Was this project previously submitted during the FFY17-25 STIP development process? <input checked="" type="radio"/> Yes / <input type="radio"/> No			
	<i>If you selected no, please continue to the "Current Project Title" Section</i>			
	<i>If you selected yes, please answer the following:</i>			
	What was the Project Title? <u>Cedar Swamp Road and Sanderson Road (Route 5) - Sidewalks/Drainage/Resurface</u>			
	What was the TIP ID# assigned to the project at that time (4-digit number)? <u>Application cut</u>			
Current Project Title <u>Cedar Swamp Road and Sanderson Road (Route 5) - Sidewalks/Drainage/Resurface</u>				
Location by Street Name <u>Cedar Swamp Road and Sanderson Road (Route 5)</u>				
Project Limits - From <u>Pleasant View Avenue</u> To <u>Johnston Town Line</u>				
<i>Please include an 8.5" x 11" map of the site, indicating project limits.</i>				
Provide a brief description of the proposed project:				
<p>The Project will replace pavement surface; mill and overlay, construct roadway drainage system and construct concrete sidewalks along the easterly gutter.</p>				

Describe need for proposed project:

There is a dire need to provide pedestrian and vehicle access for increased safety along Route 5. Currently, the drainage in the area is poor due to lack of structures. There are no pedestrian facilities but high pedestrian use in this area and the usage is only expected to increase, particularly with the introduction of the new I-295 ramps to/from Greenville Avenue in Johnston.

Describe anticipated municipal or state transportation network or economic development benefits:

Traffic and pedestrian safety benefits to all users of this corridor will be a result of the completion of this project. The economic development resulting from the development of the Citizens Bank campus in Johnston will have ripple effects on the local economy of the Apple Valley area along with parts of Route 5 and Route 44 in Greenville.

Is the project consistent with the local Comprehensive Plan? Yes No

Has the project been the subject of a properly conducted municipal public hearing? Yes No

Is the project on the Federal Aid System? Yes No

Is the project on the National Highway System? Yes No

CRITERIA

Evaluation Criteria

Please address the following topics as they relate to the project. Refer to "An Overview of TIP Guiding Principles" for more information. Submission **must not exceed** 2 pages, single-spaced, 12-point font.

- | | |
|-------------------------|-----------------------------------|
| 1. Mobility Benefits | 5. Supports Local and State Goals |
| 2. Cost Effectiveness | 6. Safety and Security |
| 3. Economic Development | 7. Equity |
| 4. Environmental Impact | |

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs		\$ 10,000.00	\$ 100,000.00	\$ 1,000,000.00	\$ 1,110,000.00

Amount Requested through TIP Process

Is there funding from other sources committed to this project? Yes No

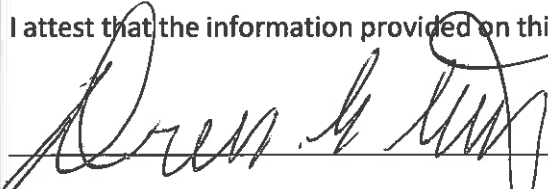
Source	Amount
RIDOT	\$ 1,110,000.00
Total	\$ 1,110,000.00

Estimated date of construction 12/01/2022

CERTIFICATION

Municipal Applications

I attest that the information provided on this application is true and accurate.



Chief Executive or Elected Municipal Official Signature _____ Date _____

Non-Municipal Applications

I attest that the municipality in which the project is located has been notified of the proposed project.

Chief Executive or Elected Municipal Official Signature _____ Date _____

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, AUGUST 11, 2017

TIP Evaluation Criteria

Project: Cedar Swamp Road – Resurfacing and Sidewalk Installation Project

1. **Mobility Benefits:** Project will improve both pedestrian and vehicular mobility to and from local neighborhoods to existing commercial zones. There are currently no sidewalks on this State owned, state controlled collector highway and the many businesses that line the frontage of said highway have uncontrolled access. Creation of the project will serve to control driveway openings and serve a double benefit at providing safe pedestrian passage to and from the Route 44 commercial area to residentially developed zones along Route 5, Cedar Swamp Road.
2. **Cost Effectiveness:** The project is estimated to cost approximately \$1,110,000, including study and engineering.
3. **Economic Development:** Project will benefit greatly from improved safe pedestrian access to the improved vehicular mobility to and from local businesses promoting safe and responsible access management to uncontrolled access present.
4. **Environmental Impact:** There is no expected environmental impact associated with the project. If proper erosion controls are employed at the time of resurfacing, all impacts will be avoided to the environment. Within the limits of the project the State right of way is developed to the limits which this project would affect.
5. **Supports Local & State Goals:** The comprehensive community plan calls for all roads to be assessed and maintained in a safe manner.

Smithfield Comprehensive Community Plan – Circulation Element

PROVIDE A COMPREHENSIVE CIRCULATION (I.E. TRANSPORTATION) SYSTEM THAT SATISFIES THE NEEDS OF THE TRAVELLING PUBLIC THAT RESIDES IN SMITHFIELD AND/OR TRAVELS TO AND THROUGH THE TOWN.

Action C-1.1a Perform routine roadway condition assessments of all local roads, and will develop, implement and maintain a Pavement Management System to track roadway conditions and develop roadway budgeting projections.

- 6.
7. **Safety & Security:** Safe passage of pedestrians and vehicles to/from residential and commercial zones, respectively, is the expected outcome as a result of completing the project.

8. **Equity:** The equity gained from this project is two fold; businesses will benefit through safe entry/exit of their patrons from private properties and pedestrians will be provide an equitable route to enable safe passage to shopping & commercial areas from residential neighborhoods.



- Legend**
- town
 - alternate
 - wetlands
 - Road Name
 - Easements 06/2015
 - Parcels 2016
 - Parcels 2011
 - town boundary



All information shown is from the best available data and the Town assumes no responsibility for any inaccuracies as an accurate boundary survey may reveal.



Town of Smithfield GIS
 Cedar Swamp/Sanderson
 Route 5
 Sidewalk 1R Program
 STIP 2018 Submission
 August, 2017



FFY 18-27 Project Application Form

State Transportation Improvement Program

CONTACT	Contact Information	
	Applicant Name	Town of Smithfield, Kevin Cleary
	Contact Person (if different)	Title Town Engineer
	Mailing Address	64 Farnum Pike
	City	Smithfield
	Phone	401-233-1041
	Zip Code	02917
	Email	kcleary@smithfieldri.com

PROJECT INFORMATION	Type of Project <i>select all that apply</i>	
	<input type="checkbox"/> Bridge	<input checked="" type="checkbox"/> Pavement
	<input type="checkbox"/> Traffic	<input type="checkbox"/> Transit
	<input checked="" type="checkbox"/> Transportation Enhancement	<input type="checkbox"/> Drainage
		<input type="checkbox"/> Bicycle
		<input checked="" type="checkbox"/> Planning
		<input checked="" type="checkbox"/> Pedestrian
		<input type="checkbox"/> Other <u>Enter Other Project Type</u>
	Project Description	
	Was this project previously submitted during the FFY17-25 STIP development process? <input checked="" type="radio"/> Yes / <input type="radio"/> No	
<i>If you selected no, please continue to the "Current Project Title" Section</i>		
<i>If you selected yes, please answer the following:</i>		
What was the Project Title? <u>Esmond Street - New Sidewalks</u>		
What was the TIP ID# assigned to the project at that time (4-digit number)? <u>Application cut</u>		
Current Project Title <u>Esmond Street Sidewalk Installation Project</u>		
Location by Street Name <u>Esmond Street</u>		
Project Limits - From <u>Route 44</u> To <u>Dean Avenue</u>		
<i>Please include an 8.5" x 11" map of the site, indicating project limits.</i>		
Provide a brief description of the proposed project:		
<p>The Project will result in the installation of new sidewalks along Esmond Street between Dean Avenue and Route 44, Putnam Pike. The Project would entail the construction of approximately 2,000 sq. ft. of new pre-cast concrete curb, poured in place concrete sidewalks and minor modifications to the existing highway drainage.</p>		

Describe need for proposed project:

This Project is necessary because there are currently no pedestrian sidewalks along Esmond Street between Dean Avenue and Putnam Pike. The surrounding roads of Putnam Pike, Old County Road, Dean Avenue and the town maintained/owned portion of Esmond Street (from Dean Ave to Waterman Ave) have sidewalks suitable for pedestrian passage and the completion of this project will provide residents with safe pedestrian access to all roadways in the area. Pedestrians currently navigate the shoulder of Esmond street between Dean Avenue and Putnam Pike at their own risk in the gutter of the arterial collector road.

Describe anticipated municipal or state transportation network or economic development benefits:

A direct benefit will be improved safe, pedestrian travel along this roadway which will connect the village center to the commercial corridor to improve pedestrian modes of transport and stimulate business along Putnam Pike. An estimated economic benefit is potentially large as the Smithfield Town Council, in 2016, approved a mixed use development zone for the Churchill & Banks project at the intersection of Route 44 & Esmond Street in close proximity to I-295, Exit 7.

Is the project consistent with the local Comprehensive Plan? Yes No

Has the project been the subject of a properly conducted municipal public hearing? Yes No

Is the project on the Federal Aid System? Yes No

Is the project on the National Highway System? Yes No

Evaluation Criteria

Please address the following topics as they relate to the project. Refer to "An Overview of TIP Guiding Principles" for more information. Submission **must not exceed 2 pages**, single-spaced, 12-point font.

- 1. Mobility Benefits
- 2. Cost Effectiveness
- 3. Economic Development
- 4. Environmental Impact
- 5. Supports Local and State Goals
- 6. Safety and Security
- 7. Equity

Project Estimates

ROW	Study	Design	Construction	Total
Estimated Project Costs	\$ 10,000.00	\$ 50,000.00	\$ 500,000.00	\$ 560,000.00

Amount Requested through TIP Process **\$ 560,000.00**

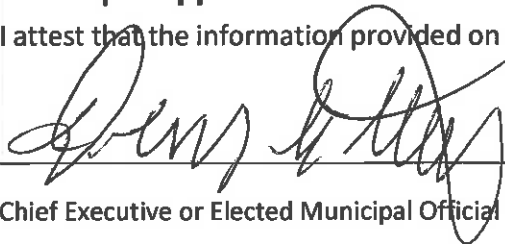
Is there funding from other sources committed to this project? Yes No

Source	Amount
RIDOT	\$ 560,000.00
Total	\$ 560,000.00

Estimated date of construction 12/01/2023

Municipal Applications

I attest that the information provided on this application is true and accurate.



Chief Executive or Elected Municipal Official Signature _____ Date _____

Non-Municipal Applications

I attest that the municipality in which the project is located has been notified of the proposed project.

Chief Executive or Elected Municipal Official Signature _____ Date _____

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, AUGUST 11, 2017

TIP Evaluation Criteria

Project: Esmond Street – Sidewalk Installation Project

1. **Mobility Benefits:** This Project will improve pedestrian mobility to and from local neighborhoods to existing commercial zones. There are currently no sidewalks on this State owned, State controlled collector highway. The Project will serve to provide safe pedestrian passage to and from the Route 44 commercial area to residentially developed zones in the Esmond Village Area.
2. **Cost Effectiveness:** The Project is estimated to cost approximately \$560,000 including study and engineering.
3. **Economic Development:** The Project will benefit the area by providing improved safe pedestrian access to and from local businesses. A sidewalk component should have been included when the road was constructed as a result of the construction of I-295 in c.1968. The economic benefit and safety need for this improvement is obvious.
4. **Environmental Impact:** There is no expected environmental impact associated with the project. If proper erosion controls are employed at the time of resurfacing, all impacts to the environment will be avoided. The State right of way is developed within the limits to which this project would affect.
5. **Supports Local & State Goals:** This Project supports local economic development goals and the objectives outlined in the Comprehensive Community Plan for safe access management in key business districts. Increased commercial growth in this area is expected with the adoption of the *Putnam Pike/Esmond Street Planned Development District* which allows for the development of a pedestrian friendly mixed use development on key parcels of land fronting this segment of State highway.

Smithfield Comprehensive Community Plan – Circulation Element

Policy C-1.7 Smithfield will actively promote pedestrian modes of transportation as a viable alternative to motorized vehicular transportation, and should seek to a) expand or augment existing and/or b) create new pedestrian travel ways to encourage pedestrian travel.

6. **Safety & Security:** Safe passage of pedestrians to/from residential and commercial zones is the expected outcome as a result of completing the project.

7. **Equity:** The equity gained from this project is two fold; businesses will benefit through safe entry/exit of their patrons from private properties and pedestrians will be provide an equitable route to enable safe passage to shopping & commercial areas from residential neighborhoods.

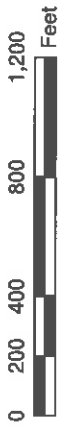


- Legend**
- rivers
 - streets
 - sidewalks
 - wetlands
 - Road Name
 - Edge of Road
 - Parcel 2016
 - Parcel 2011
 - from boundary



Town of Smithfield GIS
 Esmond Street
 Sidewalk 1R Program
 STIP 2018 Submission
 August, 2017

All information shown is from the best available data and the Town assumes no responsibility for any inaccuracies as an accurate boundary survey may reveal.



FFY 18-27 Project Application Form



State Transportation Improvement Program

CONTACT	Contact Information
	Applicant Name <u>Town of Smithfield, Kevin Cleary</u>
	Contact Person (if different) _____ Title <u>Town Engineer</u>
	Mailing Address <u>64 Farnum Pike</u>
	City <u>Smithfield</u> Zip Code <u>02917</u>
	Phone <u>401-233-1041</u> Email <u>kcleary@smithfieldri.com</u>

PROJECT INFORMATION	Type of Project <i>select all that apply</i>			
	<input type="checkbox"/> Bridge	<input type="checkbox"/> Pavement	<input type="checkbox"/> Drainage	<input type="checkbox"/> Planning
	<input type="checkbox"/> Traffic	<input type="checkbox"/> Transit	<input type="checkbox"/> Bicycle	<input checked="" type="checkbox"/> Pedestrian
	<input type="checkbox"/> Transportation Enhancement	<input type="checkbox"/> Other <u>Enter Other Project Type</u>		
	Project Description			
	Was this project previously submitted during the FFY17-25 STIP development process? <input checked="" type="radio"/> Yes / <input type="radio"/> No			
	<i>If you selected no, please continue to the "Current Project Title" Section</i>			
	<i>If you selected yes, please answer the following:</i>			
	What was the Project Title? <u>Replace Old County Road asphalt sidewalks with concrete sidewalks</u>			
	What was the TIP ID# assigned to the project at that time (4-digit number)? <u>Application cut</u>			
Current Project Title <u>Old County Road Sidewalk Installation Project (1R)</u>				
Location by Street Name <u>Old County Road</u>				
Project Limits - From <u>Wolf Hill Road</u> To <u>Dean Avenue</u>				
<i>Please include an 8.5" x 11" map of the site, indicating project limits.</i>				
Provide a brief description of the proposed project:				
<p>This Project will provide improved pedestrian transportation from Old County School to the surrounding village areas. Currently, the sidewalks are ADA non-compliant sidewalks within the project limits. The Project would entail removing and disposing of existing asphalt sidewalks and installing pre-cast concrete curbing, minor drainage structure modification and new poured in place concrete sidewalks. The Project limit is approximately 5,000 feet.</p>				

Describe need for proposed project:

There is a dire need for improved pedestrian access along this RIDOT owned local highway.

Describe anticipated municipal or state transportation network or economic development benefits:

Both the Town and State **will** benefit as a result of improved safety to a RIDOT owned local highway.

Is the project consistent with the local Comprehensive Plan? Yes No

Has the project been the subject of a properly conducted municipal public hearing? Yes No

Is the project on the Federal Aid System? Yes No

Is the project on the National Highway System? Yes No

CRITERIA

Evaluation Criteria

Please address the following topics as they relate to the project. Refer to "An Overview of TIP Guiding Principles" for more information. Submission **must not exceed 2 pages**, single-spaced, 12-point font.

- 1. Mobility Benefits
- 2. Cost Effectiveness
- 3. Economic Development
- 4. Environmental Impact
- 5. Supports Local and State Goals
- 6. Safety and Security
- 7. Equity

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs		\$ 10,000.00	\$ 100,000.00	\$ 600,000.00	\$ 710,000.00

Amount Requested through TIP Process **\$ 710,000.00**

Is there funding from other sources committed to this project? Yes No

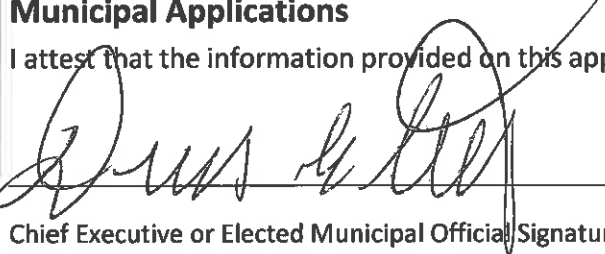
Source	Amount
RIDOT	\$ 710,000.00
Total	\$ 710,000.00

Estimated date of construction 12/01/2023

CERTIFICATION

Municipal Applications

I attest that the information provided on this application is true and accurate.



Chief Executive or Elected Municipal Official Signature Date

Non-Municipal Applications

I attest that the municipality in which the project is located has been notified of the proposed project.

Chief Executive or Elected Municipal Official Signature Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, AUGUST 11, 2017

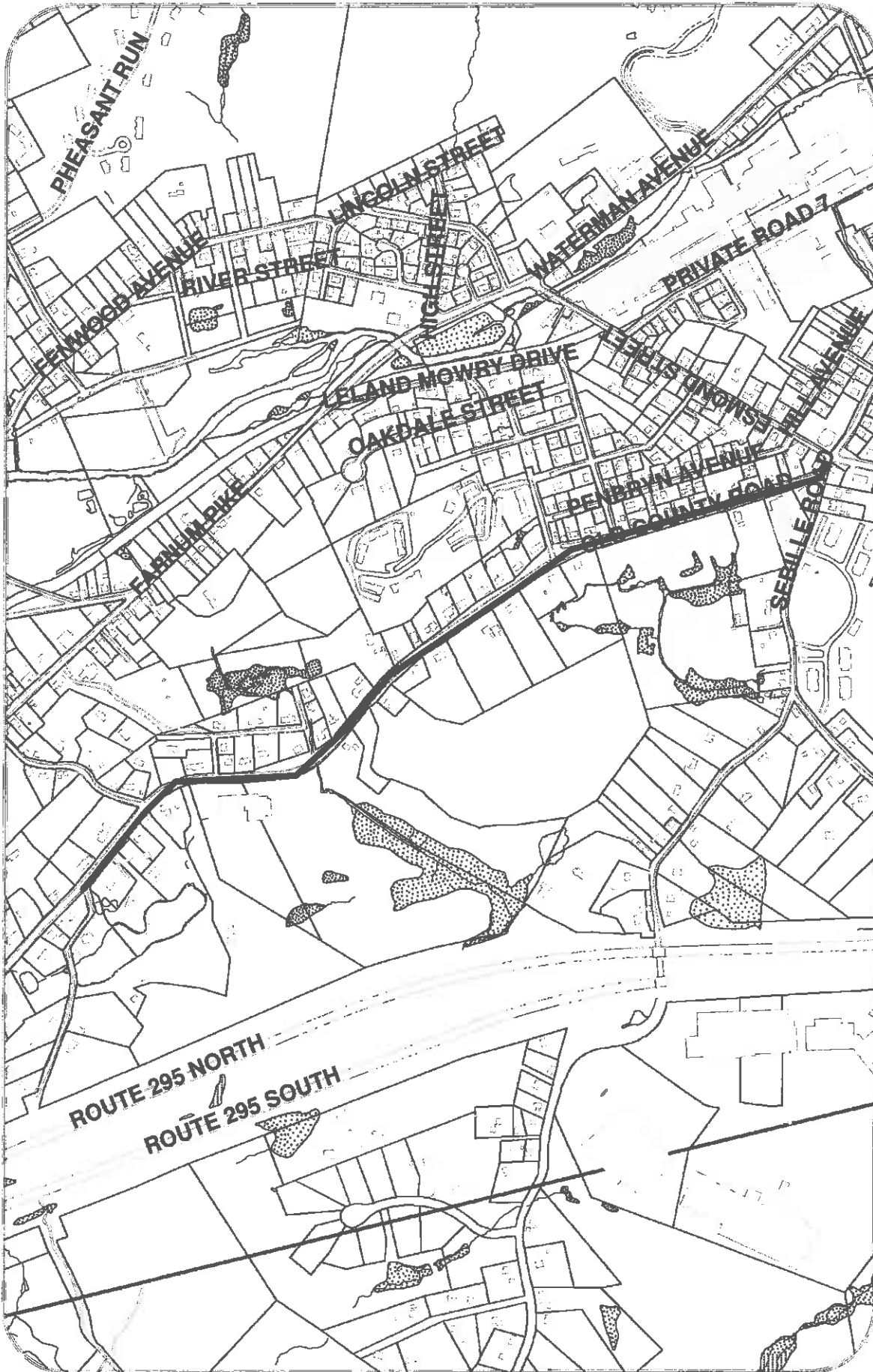
TIP Evaluation Criteria

Project: Old County Road Sidewalk Improvements Project

1. **Mobility Benefits:** The Project will improve student/pedestrian mobility to and from local neighborhoods to the existing school zone. The existing sidewalks on the State owned, State controlled right of way are not ADA compliant in some areas, are approximately 40 years of age, and are made of asphalt.
2. **Cost Effectiveness:** The Project is estimated to cost approximately \$1,110,000, including study and engineering.
3. **Economic Development:** The Project will provide improvement pedestrian access to the several small local businesses at both ends of the project limits.
4. **Environmental Impact:** There is no expected environmental impact associated with the Project. If proper erosion controls are employed at the time of resurfacing, all impacts will be avoided to the environment.
5. **Supports Local & State Goals:** Local Comprehensive Community Plan compliance, specifically goals from the Economic Development element, will be achieved through the promotion of pedestrian access in a safe and efficient manner.
6. **Safety & Security:** The Project will result in necessary safety improvements in the passage of pedestrians/students to and from the school zones and ADA compliance.
7. **Equity:** The equity gained from this project is improved student and pedestrian mobility.



- Legend**
- roads
 - streams
 - waterbodies
 - workbodies
 - Road Name
 - Edge of Flood
 - Estimate 06/2018
 - Parcel 2016
 - Parcel 2011
 - town boundary



Town of Smithfield GIS
 Old County Road
 Sideway IR Program
 STIP 2018 Submission
 August, 2017

All information shown is from the best available data and the Town assumes no responsibility for any inaccuracies as an accurate boundary survey may reveal.



FFY 18-27 Project Application Form

State Transportation Improvement Program

CONTACT	Contact Information	
	Applicant Name	Town of Smithfield, Kevin Cleary
	Contact Person (if different)	Title Town Engineer
	Mailing Address	64 Farnum Pike
	City	Smithfield Zip Code 02917
	Phone	401-233-1041 Email kcleary@smithfieldri.com

PROJECT INFORMATION	Type of Project <i>select all that apply</i>			
	<input type="checkbox"/> Bridge	<input type="checkbox"/> Pavement	<input type="checkbox"/> Drainage	<input checked="" type="checkbox"/> Planning
	<input type="checkbox"/> Traffic	<input type="checkbox"/> Transit	<input type="checkbox"/> Bicycle	<input checked="" type="checkbox"/> Pedestrian
	<input checked="" type="checkbox"/> Transportation Enhancement	<input type="checkbox"/> Other <u>Enter Other Project Type</u>		
	Project Description			
	Was this project previously submitted during the FFY17-25 STIP development process? <input checked="" type="radio"/> Yes / <input type="radio"/> No			
	<i>If you selected no, please continue to the "Current Project Title" Section</i>			
	<i>If you selected yes, please answer the following:</i>			
	What was the Project Title? <u>Thurber Blvd - New Sidewalks</u>			
	What was the TIP ID# assigned to the project at that time (4-digit number)? <u>Application cut</u>			
Current Project Title <u>Thurber Ave Sidewalk Project</u>				
Location by Street Name <u>Thurber Blvd</u>				
Project Limits - From <u>Douglas Pike</u> To <u>Stillwater Road</u>				
<i>Please include an 8.5" x 11" map of the site, indicating project limits.</i>				
Provide a brief description of the proposed project:				
Install approximately 2,800-ft of new poured in place concrete sidewalk behind existing precast concrete curb to connect Douglas Pike (RI Route 7) to Stillwater Road.				

Describe need for proposed project:

Currently, Thurber Blvd is a business/industrial district which employs approximately 3,000 daytime employees along the 2,800-ft section of road. Pedestrians walk in the gutter of the road throughout the daytime hours. The need for the project will provide all pedestrian walkers a safe location for passage and remove them from the roadway which carries normal traffic volumes among many delivery sized larger vehicles.

Describe anticipated municipal or state transportation network or economic development benefits:

The forty or so businesses along this corridor will benefit economically from a healthy work force that is provided a safe location for exercise during business hours.

Is the project consistent with the local Comprehensive Plan? Yes No

Has the project been the subject of a properly conducted municipal public hearing? Yes No

Is the project on the Federal Aid System? Yes No

Is the project on the National Highway System? Yes No

CRITERIA

Evaluation Criteria

Please address the following topics as they relate to the project. Refer to "An Overview of TIP Guiding Principles" for more information. Submission must not exceed 2 pages, single-spaced, 12-point font.

- | | |
|-------------------------|-----------------------------------|
| 1. Mobility Benefits | 5. Supports Local and State Goals |
| 2. Cost Effectiveness | 6. Safety and Security |
| 3. Economic Development | 7. Equity |
| 4. Environmental Impact | |

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs		\$ 2,000.00	\$ 8,000.00	\$ 560,000.00	\$ 570,000.00

Amount Requested through TIP Process **\$ 470,000.00**

Is there funding from other sources committed to this project? Yes No

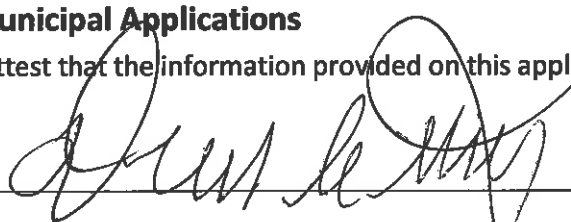
Source	Amount
RIDOT	\$ 470,000.00
Town of Smithfield General Fund Capital Improvements Account	\$ 100,000.00
Total	\$ 570,000.00

Estimated date of construction 12/01/2022

CERTIFICATION

Municipal Applications

I attest that the information provided on this application is true and accurate.



Chief Executive or Elected Municipal Official Signature _____ Date _____

Non-Municipal Applications

I attest that the municipality in which the project is located has been notified of the proposed project.

Chief Executive or Elected Municipal Official Signature _____ Date _____

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, AUGUST 11, 2017

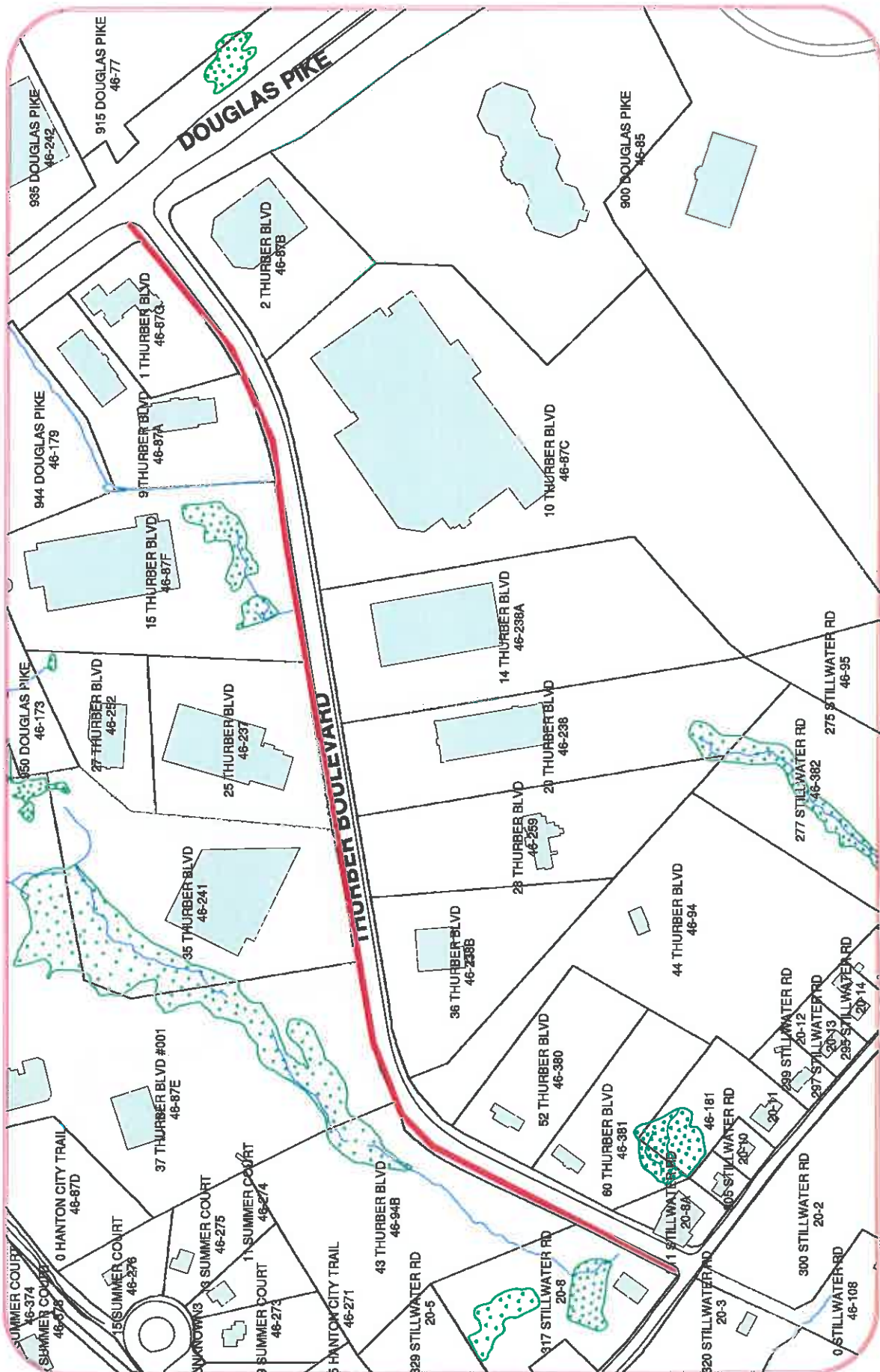
TIP Evaluation Criteria

Project: **Thurber Boulevard – Sidewalks Installation Project**

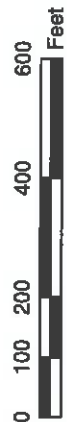
1. **Mobility Benefits:** This Project will greatly improve pedestrian access to and from an existing business and industrial district located off of Route 7, Douglas Pike. There is an immediate demand for the inclusion of a sidewalk on this industrial highway. Currently, pedestrians are walking in the roadway during peak business hours in this corridor.
2. **Cost Effectiveness:** The cost effectiveness of the project is reasonable given the length and limits of the project's scope along with the expected usefulness of this pedestrian link. The project is expected to cost approximately \$570,000.
3. **Economic Development:** The economic benefit of the project will result in productivity of local businesses that line Thurber Boulevard. Additionally, healthier employees who walk along this corridor will increase production and reduce insurance premiums for those businesses.
4. **Environmental Impact:** There is minimal expected environmental impact associated with the project. If proper erosion controls are employed at the time of resurfacing, all impacts will be avoided to the environment.
5. **Supports Local & State Goals:** Local economic development goals and comprehensive community plan compliance would be met through the creation of pedestrian facilities to better manage pedestrian access in a safe and intended manner.
6. **Safety & Security:** As a result of this Project, residents will see much improved safety in pedestrian access to the constructed facilities in the area.
7. **Equity:** Substantial equity is expected as a result of this project with additional local equity expected as a result of a more productive work force.



- Legend**
- thru
 - streams
 - wetlands
 - Road Name
 - Edge of Road
 - Examined 06-2010
 - Parcel 2016
 - Parcel 2011
 - Town boundary



All information shown is from the best available data and the Town assumes no responsibility for any inaccuracies as an accurate boundary survey may reveal.



Town of Smithfield GIS
 Thurber Blvd - Sidewalk
 Douglas Pike - Stillwater Rd
 STIP 2018 Submission
 August, 2017

FFY 18-27 Project Application Form

State Transportation Improvement Program

CONTACT	Contact Information	
	Applicant Name <u>Town of Smithfield, Kevin Cleary</u>	
	Contact Person (if different) _____	Title <u>Town Engineer</u>
	Mailing Address <u>64 Farnum Pike</u>	
	City <u>Smithfield</u>	Zip Code <u>02917</u>
Phone <u>401-233-1041</u>	Email <u>kcleary@smithfieldri.com</u>	

PROJECT INFORMATION	Type of Project <i>select all that apply</i>			
	<input type="checkbox"/> Bridge	<input checked="" type="checkbox"/> Pavement	<input type="checkbox"/> Drainage	<input checked="" type="checkbox"/> Planning
	<input type="checkbox"/> Traffic	<input type="checkbox"/> Transit	<input type="checkbox"/> Bicycle	<input checked="" type="checkbox"/> Pedestrian
	<input checked="" type="checkbox"/> Transportation Enhancement	<input type="checkbox"/> Other <u>Enter Other Project Type</u>		
	Project Description			
	Was this project previously submitted during the FFY17-25 STIP development process? <input checked="" type="radio"/> Yes / <input type="radio"/> No			
	<i>If you selected no, please continue to the "Current Project Title" Section</i>			
	<i>If you selected yes, please answer the following:</i>			
	What was the Project Title? <u>Stillwater Road - New Sidewalks</u>			
	What was the TIP ID# assigned to the project at that time (4-digit number)? <u>Application cut</u>			
Current Project Title <u>Stillwater Road Sidewalk Improvements</u>				
Location by Street Name <u>Stillwater Road</u>				
Project Limits - From <u>Homestead Ave</u> To <u>River Road</u>				
<i>Please include an 8.5" x 11" map of the site, indicating project limits.</i>				
Provide a brief description of the proposed project:				
<p>Construct new pedestrian sidewalks in area of Georgiaville Pond Beach to connect existing neighborhood along the east banks of the Woonasquatucket River, in the area of Cross Street, across an existing pedestrian bridge over the Woonasquatucket River. Project will entail the new construction of approximately 550-ft of new pre-cast concrete curbing and poured in place sidewalks. Project will supplement pedestrian connectivity to recently installed Stillwater Road Pedestrian Bridge crossing the Woonasquatucket River between River Road and Cross Street.</p>				

Describe need for proposed project:

Currently there are no sidewalks for pedestrians to travel along in the described section of town road. Project connects two neighborhoods to existing beach facility and improved pedestrian safety between Whipple Avenue Ball Fields.

Describe anticipated municipal or state transportation network or economic development benefits:

Increase use of public beach area and recreational ball fields.

Is the project consistent with the local Comprehensive Plan? Yes No

Has the project been the subject of a properly conducted municipal public hearing? Yes No

Is the project on the Federal Aid System? Yes No

Is the project on the National Highway System? Yes No

CRITERIA

Evaluation Criteria

Please address the following topics as they relate to the project. Refer to "An Overview of TIP Guiding Principles" for more information. Submission must not exceed 2 pages, single-spaced, 12-point font.

- 1. Mobility Benefits
- 2. Cost Effectiveness
- 3. Economic Development
- 4. Environmental Impact
- 5. Supports Local and State Goals
- 6. Safety and Security
- 7. Equity

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs		\$ 3,000.00	\$ 6,000.00	\$ 65,000.00	\$ 74,000.00

Amount Requested through TIP Process **\$ 74,000.00**

Is there funding from other sources committed to this project? Yes No

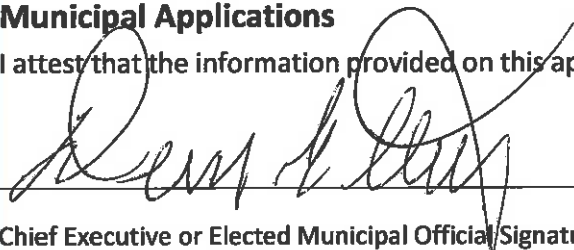
Source	Amount
RIDOT	\$ 74,000.00
Total	\$ 74,000.00

Estimated date of construction 12/01/2023

CERTIFICATION

Municipal Applications

I attest that the information provided on this application is true and accurate.



Chief Executive or Elected Municipal Official Signature Date

Non-Municipal Applications

I attest that the municipality in which the project is located has been notified of the proposed project.

Chief Executive or Elected Municipal Official Signature Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, AUGUST 11, 2017

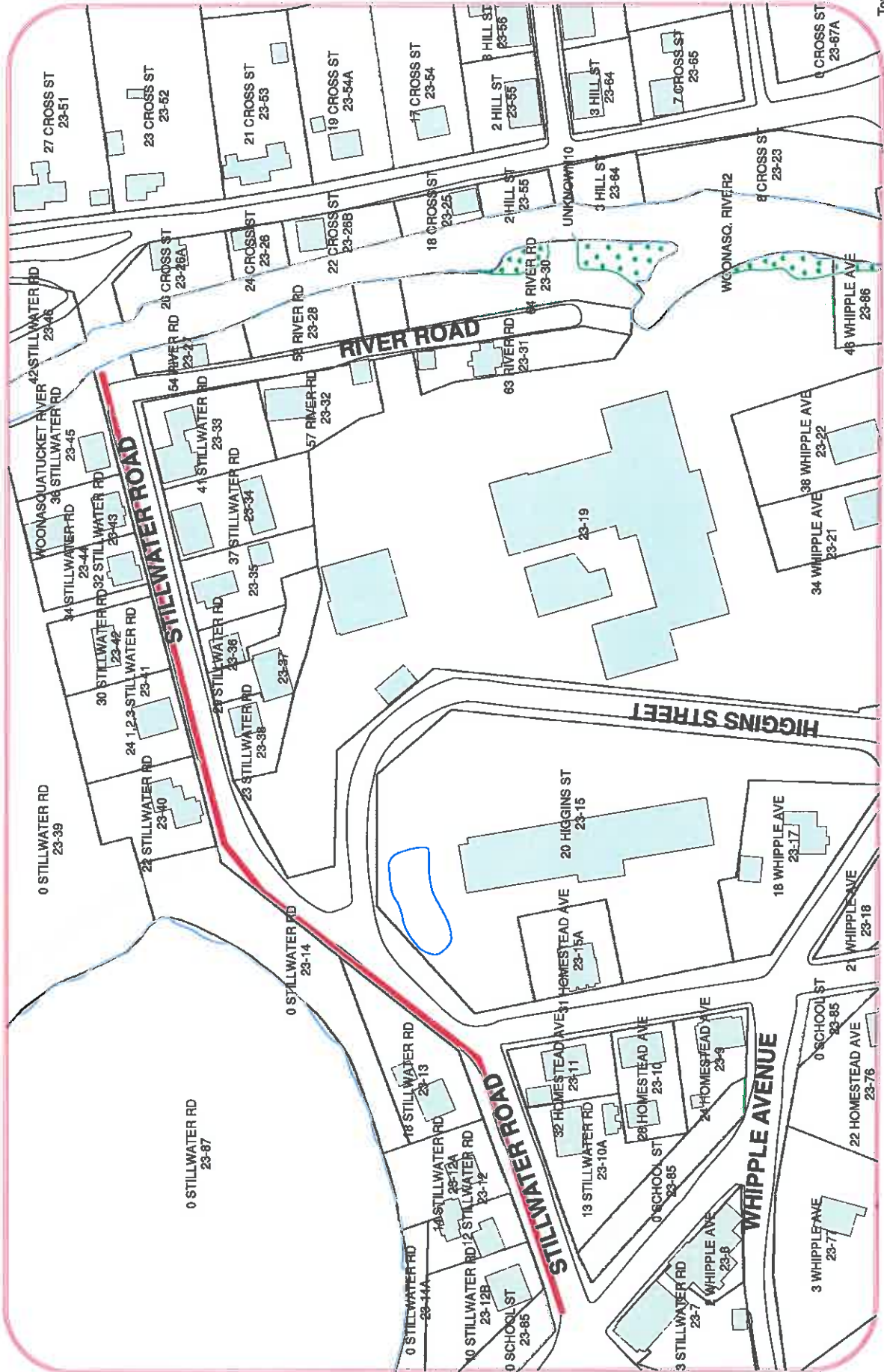
TIP Evaluation Criteria

Project: Stillwater Road – Sidewalks Installation Project

1. **Mobility Benefits:** This Project will improve pedestrian access to and from the Town of Smithfield's Georgiaville Pond Beach facility to existing nearby residential neighborhoods.
2. **Cost Effectiveness:** The cost effectiveness of the project is reasonable given the length and limits of the project's scope.
3. **Economic Development:** The economic benefit of the project will result in additional use of the Town's beach facility generating additional income to the Parks and Recreation Department.
4. **Environmental Impact:** There is minimal expected environmental impact associated with the project. If proper erosion controls are employed at the time of resurfacing, all impacts will be avoided to the environment.
5. **Supports Local & State Goals:** Local Comprehensive Community Plan compliance, specifically goals from the Economic Development element, will be achieved through the promotion of pedestrian access in a safe and efficient manner.
6. **Safety & Security:** Improved safety is expected to the pedestrians using the constructed facilities as a result of the project.
7. **Equity:** Additional local equity can be expected due to increase fee generation resulting from additional beach facility use.



- Legend**
- River
 - Wetlands
 - Road Right-of-Way
 - Road Name
 - Edge of Road
 - Easements 06-2016
 - Parcels 2016
 - Parcels 2011
 - Town boundary



Town of Smithfield GIS
 Stillwater Road - Sidewalk
 Homestead Ave - River Rd
 STIP 2018 Submission
 August, 2017

All information shown is from the best available data and the Town assumes no responsibility for any inaccuracies as an accurate boundary survey may reveal.



FFY 18-27 Project Application Form



State Transportation Improvement Program

CONTACT	Contact Information
	Applicant Name <u>Town of Smithfield, Kevin Cleary</u>
	Contact Person (if different) _____ Title <u>Town Engineer</u>
	Mailing Address <u>64 Farnum Pike</u>
	City <u>Smithfield</u> Zip Code <u>02917</u>
	Phone <u>401-233-1041</u> Email <u>kcleary@smithfieldri.com</u>

PROJECT INFORMATION	Type of Project <i>select all that apply</i>
	<input type="checkbox"/> Bridge
	<input checked="" type="checkbox"/> Pavement
	<input checked="" type="checkbox"/> Drainage
	<input checked="" type="checkbox"/> Planning
	<input type="checkbox"/> Traffic
	<input type="checkbox"/> Transit
	<input type="checkbox"/> Bicycle
	<input checked="" type="checkbox"/> Pedestrian
	<input checked="" type="checkbox"/> Transportation Enhancement
<input type="checkbox"/> Other <u>Enter Other Project Type</u>	
Project Description	
Was this project previously submitted during the FFY17-25 STIP development process? <input checked="" type="radio"/> Yes / <input type="radio"/> No	
<i>If you selected no, please continue to the "Current Project Title" Section</i>	
<i>If you selected yes, please answer the following:</i>	
What was the Project Title? <u>Cross Street - Widening & Safety Upgrades</u>	
What was the TIP ID# assigned to the project at that time (4-digit number)? <u>Application cut</u>	
Current Project Title <u>Cross Street Widening Project</u>	
Location by Street Name <u>Cross Street</u>	
Project Limits - From <u>Stillwater Road</u> To <u>Whipple Avenue</u>	
<i>Please include an 8.5" x 11" map of the site, indicating project limits.</i>	
Provide a brief description of the proposed project:	
<u>The Project proposes to widen Cross Street to allow 2-way vehicle passage.</u>	

Describe need for proposed project:

There is a need to provide safe vehicular access for 2-way traffic along a narrow section of road.

Describe anticipated municipal or state transportation network or economic development benefits:

The Project will benefit the users of this roadway by providing safe vehicular passage.

Is the project consistent with the local Comprehensive Plan? Yes No

Has the project been the subject of a properly conducted municipal public hearing? Yes No

Is the project on the Federal Aid System? Yes No

Is the project on the National Highway System? Yes No

CRITERIA

Evaluation Criteria

Please address the following topics as they relate to the project. Refer to "An Overview of TIP Guiding Principles" for more information. Submission must not exceed 2 pages, single-spaced, 12-point font.

- | | |
|-------------------------|-----------------------------------|
| 1. Mobility Benefits | 5. Supports Local and State Goals |
| 2. Cost Effectiveness | 6. Safety and Security |
| 3. Economic Development | 7. Equity |
| 4. Environmental Impact | |

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs			\$ 70,000.00	\$ 700,000.00	\$ 770,000.00

Amount Requested through TIP Process **\$ 570,000.00**

Is there funding from other sources committed to this project? Yes No

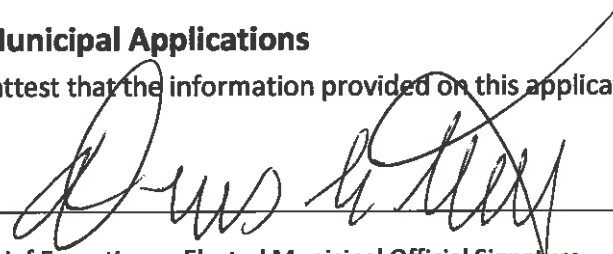
Source	Amount
RIDOT	\$ 570,000.00
Town of Smithfield General Fund - Capital Improvements Program/Impact Fees	\$ 200,000.00
Total	\$ 770,000.00

Estimated date of construction 12/01/2025

CERTIFICATION

Municipal Applications

I attest that the information provided on this application is true and accurate.



Chief Executive or Elected Municipal Official Signature _____ Date _____

Non-Municipal Applications

I attest that the municipality in which the project is located has been notified of the proposed project.

Chief Executive or Elected Municipal Official Signature _____ Date _____

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, AUGUST 11, 2017

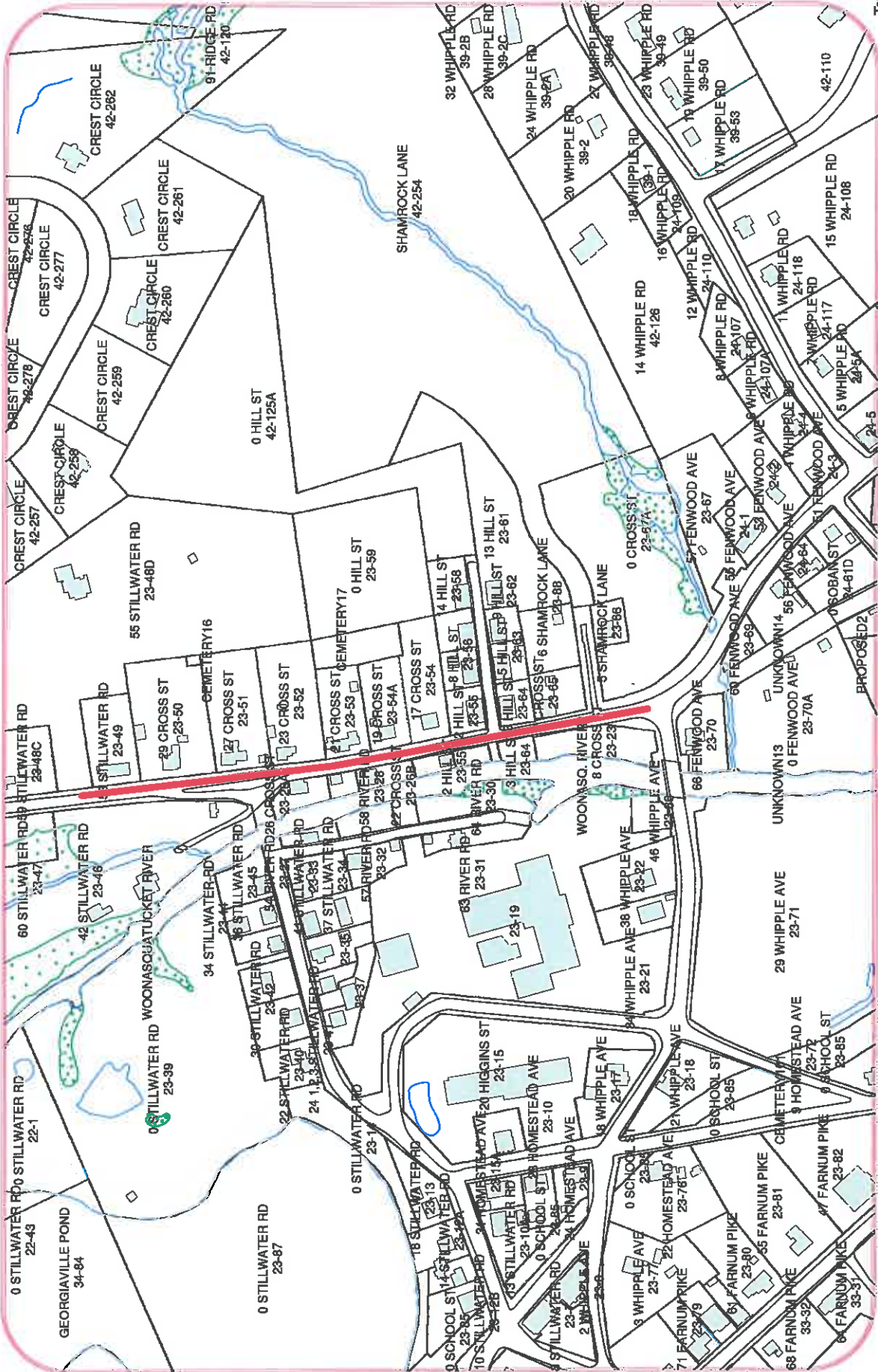
TIP Evaluation Criteria

Project: **Cross Street Widening & Geometric Improvements Project**

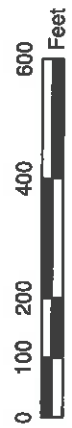
1. **Mobility Benefits:** The Project will improve vehicular access to and from local neighborhoods in the Town of Smithfield. The widening of Cross Street will require study to best determine options for mobility through an existing residential neighborhood with a substandard right of way width.
2. **Cost Effectiveness:** The study and design of this project is anticipated to cost approximately \$70,000 and it is estimated that construction costs could be in the range of \$700,000. The Project is cost effective to the point that it will serve safe vehicular passage to a substandard segment of roadway.
3. **Economic Development:** As a result of this Project and the upgrade of the roadway system, there is the potential for the Town's insurance premium to reduce to some degree by creating a safe right of way built to contemporary standards for vehicular passage.
4. **Environmental Impact:** Direct environmental impacts would need to be ascertained during study and design but are expected to occur within the existing Town right-of-way. Drainage improvements along Cross Street at its intersection with Stillwater Road will likely be in order and would need to be evaluated and permitted through the appropriate agencies and authorities.
5. **Supports Local & State Goals:** Local Comprehensive Community Plan compliance, specifically goals from the Economic Development element, will be achieved through the promotion of pedestrian access in a safe and efficient manner.
6. **Safety & Security:** The safe passage of vehicular and pedestrian traffic is the expected outcome as a result of the completion of this project.
7. **Equity:** The equity gained from this project would be an increased use of a substandard local collector street.



- Legend**
- Rivers
 - Streets
 - Wetlands
 - Road Name
 - Edge of Flood
 - Elements 06-2016
 - Parcel 2018
 - Parcel 2011
 - Town boundary



All information shown is from the best available data and the Town assumes no responsibility for any inaccuracies as an accurate boundary survey may reveal.



Town of Smithfield GIS
 Cross Street Improvement:
 Road Widening
 STIP 2018 Submission
 August, 2017

FFY 18-27 Project Application Form

State Transportation Improvement Program

CONTACT	Contact Information	
	Applicant Name <u>Town of Smithfield, Kevin Cleary</u>	
	Contact Person (if different) _____	Title <u>Town Engineer</u>
	Mailing Address <u>64 Farnum Pike</u>	
	City <u>Smithfield</u>	Zip Code <u>02917</u>
Phone <u>401-233-1041</u>	Email <u>kcleary@smithfieldri.com</u>	

PROJECT INFORMATION	Type of Project <i>select all that apply</i>			
	<input type="checkbox"/> Bridge	<input checked="" type="checkbox"/> Pavement	<input checked="" type="checkbox"/> Drainage	<input type="checkbox"/> Planning
	<input type="checkbox"/> Traffic	<input type="checkbox"/> Transit	<input type="checkbox"/> Bicycle	<input checked="" type="checkbox"/> Pedestrian
	<input checked="" type="checkbox"/> Transportation Enhancement	<input type="checkbox"/> Other <u>Enter Other Project Type</u>		
	Project Description			
	Was this project previously submitted during the FFY17-25 STIP development process? <input checked="" type="radio"/> Yes / <input type="radio"/> No			
	<i>If you selected no, please continue to the "Current Project Title" Section</i>			
	<i>If you selected yes, please answer the following:</i>			
	What was the Project Title? <u>Whitman St & Fenwood St - New Sidewalks/Drainage/Resurface</u>			
	What was the TIP ID# assigned to the project at that time (4-digit number)? <u>Application cut</u>			
Current Project Title <u>Fenwood Ave Sidewalk Project</u>				
Location by Street Name <u>Whitman St & Fenwood St</u>				
Project Limits - From <u>Waterman Avenue, Route 104</u> To <u>Whipple Avenue</u>				
<i>Please include an 8.5" x 11" map of the site, indicating project limits.</i>				
Provide a brief description of the proposed project:				
<p>Project mainly entails upgrade of existing sidewalks and inclusion of new sidewalks in Esmond Village area where pedestrian volume is prevalent. Project also entails upgrade to existing drainage facilities within Whitman Street from Waterman Ave to High Street. Project will connect this high density village neighborhood with the commercial/industrial area on Waterman Avenue and also provide a pedestrian link to the Whipple Field recreation area and Esmond Park in the Town of Smithfield.</p>				

Describe need for proposed project:

Sidewalks on Whitman Street are currently in disrepair and in dire need of upgrading. Drainage on Whitman Street is undersized and frequently becomes clogged, which increases maintenance intervals. The project area along Fenwood Avenue and Whipple Avenue will connect existing athletic facilities to several well established neighborhoods. Project will provide for safe pedestrian access within this dense village neighborhood and provide a crucial link to athletic facilities within the project limit. Project entails construction of approximately 4,000-ft of new sidewalk.

Describe anticipated municipal or state transportation network or economic development benefits:

Increased access to pedestrian facilities from within the Esmond Village crucial to maintaining the character of this historic village which has a small by active commercial/industrial district, library, local parks and bus stops along Waterman Avenue that will all benefit from increased pedestrian activity. Increased pedestrian use will result in a decrease in vehicular roadway volumes and improve the overall safety of the neighborhoods and function of the roadways.

Is the project consistent with the local Comprehensive Plan? Yes No

Has the project been the subject of a properly conducted municipal public hearing? Yes No

Is the project on the Federal Aid System? Yes No

Is the project on the National Highway System? Yes No

CRITERIA

Evaluation Criteria

Please address the following topics as they relate to the project. Refer to "An Overview of TIP Guiding Principles" for more information. Submission **must not exceed 2 pages**, single-spaced, 12-point font.

- | | |
|-------------------------|-----------------------------------|
| 1. Mobility Benefits | 5. Supports Local and State Goals |
| 2. Cost Effectiveness | 6. Safety and Security |
| 3. Economic Development | 7. Equity |
| 4. Environmental Impact | |

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs		\$ 25,000.00	\$ 250,000.00	\$ 750,000.00	\$ 1,025,000.00

Amount Requested through TIP Process **\$ 1,025,000.00**

Is there funding from other sources committed to this project? Yes No

Source	Amount
RIDOT	\$ 1,025,000.00
Town of Smithfield General Fund - Capital Improvements Program/Impact Fees	\$ 250,000.00
Total	\$ 1,275,000.00

Estimated date of construction 12/01/2022

CERTIFICATION

Municipal Applications

I attest that the information provided on this application is true and accurate.



Chief Executive or Elected Municipal Official Signature _____ Date _____

Non-Municipal Applications

I attest that the municipality in which the project is located has been notified of the proposed project.

Chief Executive or Elected Municipal Official Signature _____ Date _____

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, AUGUST 11, 2017

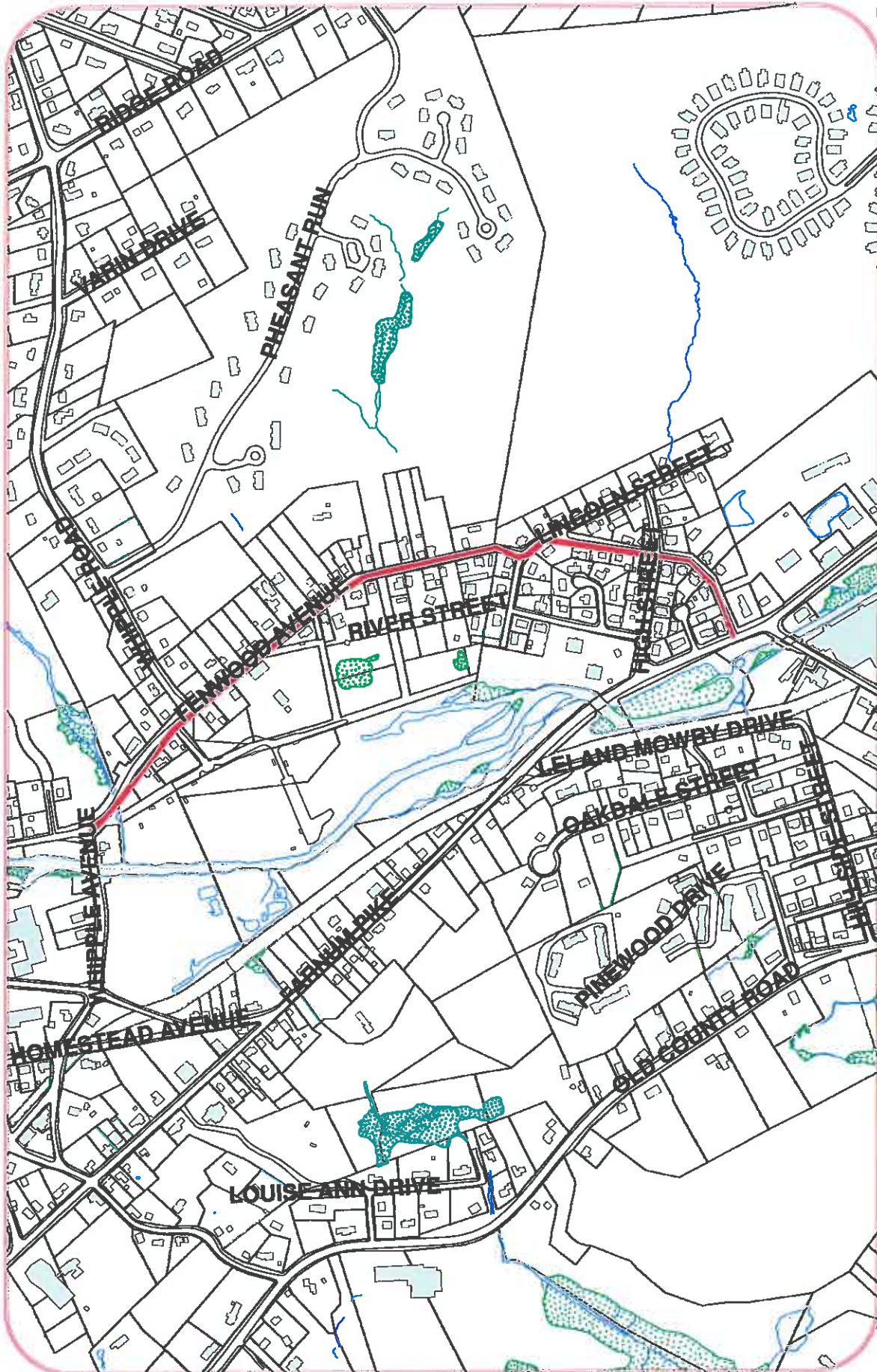
TIP Evaluation Criteria

Project: Whitman Street & Fenwood Avenue Sidewalk Improvement Project

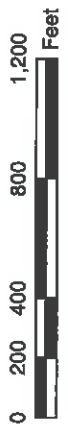
1. **Mobility Benefits:** The Project will improve pedestrian access to and from local neighborhoods to existing park and recreation facilities. Currently, there are non-compliant ADA sidewalks on Whitman Avenue and no sidewalks on Fenwood Avenue; both of which are Town owned rights of way. Completion of this project will serve to provide safe pedestrian passage to and from the Esmond Village area to the surrounding park and recreation facilities.
2. **Cost Effectiveness:** The Project is estimated to cost approximately \$1,275,000 including study and engineering. The project will be supplemented with approximately \$250,000 of local tax revenue through the local capital improvements program.
3. **Economic Development:** The Project will benefit the community by improving the safety of pedestrian access to and from local residential neighborhoods to local park & recreation facilities.
4. **Environmental Impact:** Direct environmental impacts would need to be ascertained during study and design but are expected to be minimal as the existing Town right-of-way corridors are fully developed. Drainage improvements along Whitman Street, which connect to Farnum Pike (State highway Route 104) would need to be evaluated and permitted through the appropriate agencies and authorities.
5. **Supports Local & State Goals:** Local Comprehensive Community Plan compliance, specifically goals from the Economic Development element, will be achieved through the promotion of pedestrian access in a safe and efficient manner.
6. **Safety & Security:** The improvement of safe passage of pedestrians to and from the residential neighborhoods to the park and recreation facilities is the expected outcome of completing the project.
7. **Equity:** The equity gained from this project is two-fold. Pedestrians will be provided an equitable means of access to existing park and recreation facilities and the Town will see an increased use in public facilities which will generate income to the Parks & Recreation Program as well as the local non-profit sporting organizations that the Town provides use to.



- Legend**
- Rivers
 - Wetlands
 - Road Name
 - Edge of Road
 - Easements 06/2016
 - Easements 2016
 - Easements 2011
 - Town boundary



All information shown is from the best available data and the Town assumes no responsibility for any inaccuracies as an accurate boundary survey may reveal.



Town of Smithfield GIS
 Fenwood & Whitman
 Sidewalk Project
 STIP 2018 Submission
 August, 2017

FFY 18-27 Project Application Form

State Transportation Improvement Program



CONTACT INFORMATION

Applicant Name Town of Smithfield, Kevin Cleary

Contact Person (if different) _____ Title Town Engineer

Mailing Address 64 Farnum Pike

City Smithfield Zip Code 02917

Phone 401-233-1041 Email kcleary@smithfieldri.com

PROJECT INFORMATION

Type of Project *select all that apply*

<input type="checkbox"/> Bridge	<input type="checkbox"/> Pavement	<input type="checkbox"/> Drainage	<input checked="" type="checkbox"/> Planning
<input type="checkbox"/> Traffic	<input type="checkbox"/> Transit	<input type="checkbox"/> Bicycle	<input checked="" type="checkbox"/> Pedestrian
<input checked="" type="checkbox"/> Transportation Enhancement	<input type="checkbox"/> Other <u>Enter Other Project Type</u>		

Project Description

Was this project previously submitted during the FFY17-25 STIP development process? Yes / No

If you selected no, please continue to the "Current Project Title" Section

If you selected yes, please answer the following:

What was the Project Title? Smith Ave (Route 116) - Resurfacing

What was the TIP ID# assigned to the project at that time (4-digit number)? Application cut

Current Project Title Smith Ave (Route 116) - Resurfacing

Location by Street Name Smith Ave

Project Limits - From Route 44 To Glocester Town Line

Please include an 8.5" x 11" map of the site, indicating project limits.

Provide a brief description of the proposed project:

Resurface roadway - mill and overlay.

Describe need for proposed project:

The roadway pavement surface is in great need of replacement.

Describe anticipated municipal or state transportation network or economic development benefits:

The benefit resulting from completion of this Project **will** improve vehicle passage and safety along Smith Avenue.

Is the project consistent with the local Comprehensive Plan? Yes No

Has the project been the subject of a properly conducted municipal public hearing? Yes No

Is the project on the Federal Aid System? Yes No

Is the project on the National Highway System? Yes No

CRITERIA

Evaluation Criteria

Please address the following topics as they relate to the project. Refer to "An Overview of TIP Guiding Principles" for more information. Submission must not exceed 2 pages, single-spaced, 12-point font.

- 1. Mobility Benefits
- 2. Cost Effectiveness
- 3. Economic Development
- 4. Environmental Impact
- 5. Supports Local and State Goals
- 6. Safety and Security
- 7. Equity

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs		\$ 5,000.00		\$ 150,000.00	\$ 155,000.00

Amount Requested through TIP Process **\$ 155,000.00**

Is there funding from other sources committed to this project? Yes No

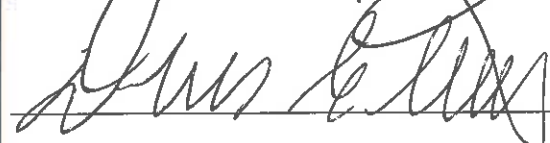
Source	Amount
RIDOT	\$ 155,000.00
Total	\$ 155,000.00

Estimated date of construction 12/01/2023

CERTIFICATION

Municipal Applications

I attest that the information provided on this application is true and accurate.



Chief Executive or Elected Municipal Official Signature Date

Non-Municipal Applications

I attest that the municipality in which the project is located has been notified of the proposed project.

Chief Executive or Elected Municipal Official Signature Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, AUGUST 11, 2017

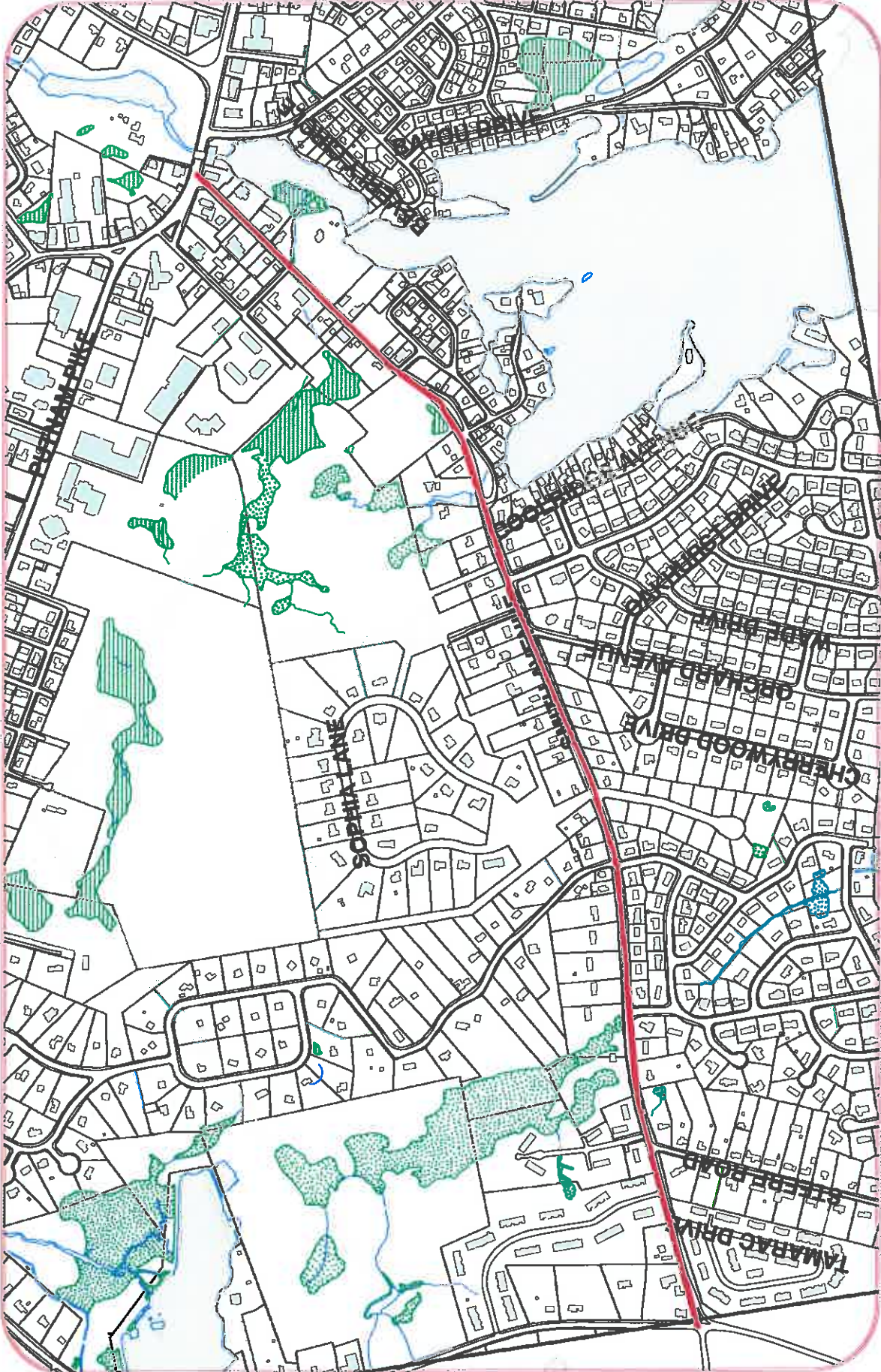
TIP Evaluation Criteria

Project: **Smith Avenue (RI Route 116) – Resurfacing Project**

1. **Mobility Benefits:** This Project will improve mobility to and from the Route 44 and Route 116 corridors along the village-commercial segment of Putnam Pike, Route 44. The Project is merely predictive maintenance to a medium traffic volume collector street.
2. **Cost Effectiveness:** The cost effectiveness of the project will be based on the mix design selected for installation. Generally a mill of the existing asphalt layer, structure adjustment and overlay of the milled surface should be a standard RIDOT specification ready to estimate.
3. **Economic Development:** The village-commercial corridor along Smith Avenue will be provided with improved level of service access to the arterial highways nearby; Route 44 and Route 116. As mentioned above, this project is predictive maintenance and should be considered at 20-year intervals.
4. **Environmental Impact:** There is no expected environmental impact associated with the project. If proper erosion controls are employed at the time of resurfacing, all impacts to the environment will be avoided.
5. **Supports Local & State Goals:** Local Comprehensive Community Plan compliance, specifically goals from the Economic Development element, will be achieved through the promotion of pedestrian access in a safe and efficient manner.
6. **Safety & Security:** The predictive maintenance of this village-commercial corridor will ensure that the key intersections remain safe from tire rutting, pavement shoving and an improved asphalt wearing surface to maintain steady flow of traffic.
7. **Equity:** Minimal equity gain is expected as a result of this project as it should be considered a predictive maintenance roadway improvement.

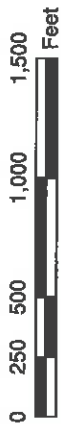


- Legend**
- Irms
 - Wetlands
 - Edge of Road
 - Examined 06-2016
 - Parcel 2010
 - Parcel 2011
 - town boundary



Town of Smithfield GIS
Smith Ave(RT 116) - Pavement
Route 44 - Gloucester
STIP 2018 Submission
August, 2017

All information shown is from the best available data and the Town assumes no responsibility for any inaccuracies as an accurate boundary survey may reveal.





FFY 18-27 Project Application Form

State Transportation Improvement Program

CONTACT	Contact Information	
	Applicant Name <u>Town of Smithfield, Kevin Cleary</u>	
	Contact Person (if different) _____	Title <u>Town Engineer</u>
	Mailing Address <u>64 Farnum Pike</u>	
	City <u>Smithfield</u>	Zip Code <u>02917</u>
Phone <u>401-233-1041</u>	Email <u>kcleary@smithfieldri.com</u>	

PROJECT INFORMATION	Type of Project <i>select all that apply</i>	
	<input type="checkbox"/> Bridge	<input checked="" type="checkbox"/> Pavement
	<input type="checkbox"/> Traffic	<input type="checkbox"/> Transit
	<input type="checkbox"/> Transportation Enhancement	<input type="checkbox"/> Drainage
		<input type="checkbox"/> Bicycle
		<input type="checkbox"/> Planning
		<input type="checkbox"/> Pedestrian
		<input type="checkbox"/> Other <u>Enter Other Project Type</u>
	Project Description	
	Was this project previously submitted during the FFY17-25 STIP development process? <input checked="" type="radio"/> Yes / <input type="radio"/> No	
<i>If you selected no, please continue to the "Current Project Title" Section</i>		
<i>If you selected yes, please answer the following:</i>		
What was the Project Title? <u>Dean Avenue - Resurfacing Project</u>		
What was the TIP ID# assigned to the project at that time (4-digit number)? <u>Application cut</u>		
Current Project Title <u>Dean Avenue - Pavement Resurface</u>		
Location by Street Name <u>Dean Avenue</u>		
Project Limits - From <u>Esmond Street</u> To <u>Johnston Town Line</u>		
<i>Please include an 8.5" x 11" map of the site, indicating project limits.</i>		
Provide a brief description of the proposed project:		
<p>The Project will resurface roadway on Dean Avenue from Esmond Street to the Johnston Town line. The resurfacing project will consist of mill and overlay.</p>		

Describe need for proposed project:

This Project is necessary to improve and provide safer vehicular passage along Dean Avenue.

Describe anticipated municipal or state transportation network or economic development benefits:

The increased use of pedestrian facilities from the manufacturing district, library district, and local park along the Woonasquatucket River to the Whipple Athletic Field is expected to be a primary benefit. The installation of sidewalks could potentially result in a decrease in vehicular roadway volumes because the option of safe pedestrian access will be provided.

Is the project consistent with the local Comprehensive Plan? Yes No

Has the project been the subject of a properly conducted municipal public hearing? Yes No

Is the project on the Federal Aid System? Yes No

Is the project on the National Highway System? Yes No

Evaluation Criteria

Please address the following topics as they relate to the project. Refer to "An Overview of TIP Guiding Principles" for more information. Submission **must not exceed 2 pages**, single-spaced, 12-point font.

1. Mobility Benefits
2. Cost Effectiveness
3. Economic Development
4. Environmental Impact
5. Supports Local and State Goals
6. Safety and Security
7. Equity

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs		\$ 3,000.00		\$ 50,000.00	\$ 53,000.00

Amount Requested through TIP Process **\$ 53,000.00**

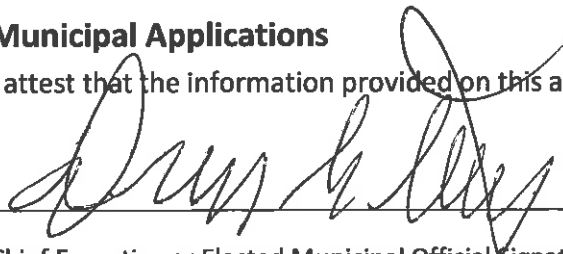
Is there funding from other sources committed to this project? Yes No

Source	Amount
RIDOT	\$ 53,000.00
Town of Smithfield General Fund - Capital Improvements Program/Impact Fees	
Total	\$ 53,000.00

Estimated date of construction 12/01/2025

Municipal Applications

I attest that the information provided on this application is true and accurate.



Chief Executive or Elected Municipal Official Signature _____ Date _____

Non-Municipal Applications

I attest that the municipality in which the project is located has been notified of the proposed project.

Chief Executive or Elected Municipal Official Signature _____ Date _____

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, AUGUST 11, 2017

TIP Evaluation Criteria

Project: Dean Avenue – Resurfacing Project

1. **Mobility Benefits:** This Project will improve mobility to and from the Route 44 corridor along the commercial segment of Putnam Pike, Route 44. This Project is merely predictive maintenance to a low traffic volume collector street.
2. **Cost Effectiveness:** The cost effectiveness of the project will be based on the mix design selected for installation. Generally a mill of the existing asphalt layer, structure adjustment and overlay of the milled surface should be a standard RIDOT specification ready to estimate.
3. **Economic Development:** The residential corridor along Dean Avenue will be provided with improved level of service access to the arterial highways nearby; route 44 and I-295. As mentioned above, this project is predictive maintenance and should be considered at 20-year intervals.
4. **Environmental Impact:** There is no expected environmental impact associated with the project. If proper erosion controls are employed at the time of resurfacing, all impacts will be avoided to the environment.
5. **Supports Local & State Goals:** Local Comprehensive Community Plan compliance, specifically goals from the Transportation element, will be achieved through the maintenance of access to and from I-295 onto and from Route 44.
6. **Safety & Security:** Predictive maintenance of this residential corridor will ensure that key intersections remain safe from tire rutting, pavement shoving and an improved asphalt wearing surface to maintain steady flow of traffic.
7. **Equity:** Minimal equity gain is expected as a result of this project as it should be considered a predictive maintenance roadway improvement.



- Legend**
- Rivers
 - Streams
 - Wetlands
 - Edge of Road
 - Road Right of Way
 - Easements (06-2018)
 - Parcels 2016
 - Parcels 2011
 - Town boundary



All information shown is from the best available data and the Town assumes no responsibility for any inaccuracies as an accurate boundary survey may reveal.



Town of Smithfield GIS
 Dean Avenue - Resurfacing
 STIP 2018 Submission
 August, 2017

Projects from 17-25 TIP application for reconsideration

New Project Application

Transportation Improvement Program



CONTACT

Contact Information

Agency/Organization Town of Smithfield, RI

Contact Person Kevin Cleary, PE Title Town Engineer

Mailing Address 64 Farnum Pike

City Smithfield Zip Code 02917

Phone 401-233-1041 Email kcleary@smithfieldri.com

PROJECT INFORMATION

Type of Project *select all that apply*

- | | | | |
|---|--|-----------------------------------|-------------------------------------|
| <input type="checkbox"/> Bridge | <input checked="" type="checkbox"/> Pavement | <input type="checkbox"/> Drainage | <input type="checkbox"/> Planning |
| <input type="checkbox"/> Traffic | <input type="checkbox"/> Transit | <input type="checkbox"/> Bicycle | <input type="checkbox"/> Pedestrian |
| <input type="checkbox"/> Transportation Enhancement | <input type="checkbox"/> Other _____ | | |

Project Description

Project Title Route 44 resurfacing

Location by Street Name Route 44

Project Limits - From I-295 To Commerce St

Please include an 8.5" x 11" map of the site, indicating project limits.

Provide a brief description of the proposed project:

Mill & overlay RI Route 44, Putnam Pike from I-295 to Commerce Street intersection in Smithfield.

Describe need for proposed project:

Route 44, Putnam Pike is rutted at the major intersections and this project should be done every 20 years as predictive maintenance. Roadway segment is currently 18 years of age.

Describe anticipated municipal or state transportation network or economic development benefits:

Maintain safe continuity of the arterial highway to ensure safe collection of traffic to and from I-295 and surrounding area.

- Is the project consistent with the local Comprehensive Plan? Yes No
- Is the project on the Federal Aid System? Yes No
- Is the project on the National Highway System? Yes No

CRITERIA

Evaluation Criteria

Please address the following topics as they relate to the project. Refer to "An Overview of TIP Guiding Principles" for more information. Submission **must not exceed** 2 pages, single-spaced, 12-point font.

- | | |
|-------------------------|-----------------------------------|
| 1. Mobility Benefits | 5. Supports Local and State Goals |
| 2. Cost Effectiveness | 6. Safety and Security |
| 3. Economic Development | 7. Equity |
| 4. Environmental Impact | |

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs		10000	10000	250000	270000
				Total Cost	270000
				Amount Requested through TIP Process	270000

Is there funding from other sources committed to this project? Yes No

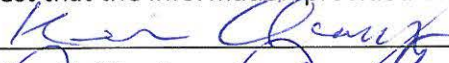

Source	Amount
Total	

Estimated date of construction TBA

CERTIFICATION

Applicant Certification

I attest that the information provided on this application is in true and accurate.

	1/7/16
Applicant's Signature	Date
	1-7-16
Chief Executive Officer's Signature	Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016

TIP Evaluation Criteria

Project: Route 44 - Resurfacing

1. **Mobility Benefits:** Project will improve mobility to and from the I-295 corridor along the commercial segment of Putnam Pike, Route 44. Project is merely predictive maintenance to a high traffic volume local artery.
2. **Cost Effectiveness:** The cost effectiveness of the project will be based on the mix design selected for installation. Generally a mill of the existing asphalt layer, structure adjustment and overlay of the milled surface should be a standard RIDOT specification ready to estimate improvement.
3. **Economic Development:** The commercial corridor will be provided uninterrupted service to the vast businesses and residents the local artery serves. As mentioned above, this project is predictive maintenance and should be considered at 20-year intervals.
4. **Environmental Impact:** There is no expected environmental impact associated with the project. If proper erosion controls are employed at the time of resurfacing, all impacts will be avoided to the environment.
5. **Supports Local & State Goals:** Local economic development goals and comprehensive community plan compliance would be met by the inclusion of maintained access to and from I-295 onto and from Route 44.
6. **Safety & Security:** Predictive maintenance of this business corridor will ensure key intersections remain safe from tire rutting, pavement shoving and an improved asphalt wearing surface will maintain steady flow of traffic.
7. **Equity:** The equity built off this project through corridor development provided by this access will serve local and state tax bases as an investment in smart economic expansion of the business corridor to connect Smithfield further to the rest of the State and local region.

Google Maps maps



R1 Route 44
Resurfacing
mill & overlay